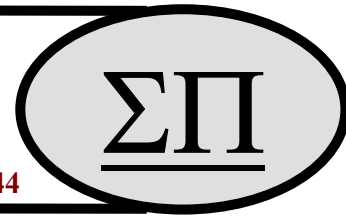


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The RAINBOW 2000[©] PROJECT.

(Incorporating Albany Anzac 2014-18[©] Re-enactment and Albany Bicentennial 2026-27[©])

- a Regional Planning Strategy for Albany and the Great Southern.

Major Statements 1997-2027

The Rainbow 2000[©] Project is a doctoral research & corporate investment program analysing the relationship between planning and politics in Economic Development in Australia, and more particularly a case study of Albany & the Great Southern Region of Western Australia – thesis : Is planning the antithesis of politics?

The following are a series of significant statements by relevant persons during project development.

“You have put considerable effort into preparing the ‘Rainbow 2000’ policy statement and statement of planning initiatives. Those documents are marked as being the subject of copyright and can easily be misconstrued as being a strategy prepared on behalf of local government in the region; ‘Rainbow 2000’ is not a document endorsed by, or for that matter even tabled with, local government in the region and any display you mount at the Albany Show should clearly reflect that status.”

Robert Fenn, Manager Development Facilitation & Advice, Town of Albany Facsimile : 04 Nov 1997

“It appears now that your firm has written its own ‘Strategy’ without consultation with any of the key people involved such as the local councils, state government agencies and more importantly the public. I note out of interest that your proposals for regional planning initiatives fail to recognise the environment we live in. It does not address eutrophication of the waterways, salinity, protection of remnant vegetation, wind and water erosion, coastal development, the agricultural base of the district, the horticultural assets of the area, the capability of the land and water, sustainable development, the silvicultural and floricultural industries to name but a few. You should be aware the WA Planning Commission is in the process of preparing a State Planning Strategy which your concept has no regard for.”

Peter Duncan, Manager Planning & Development, Shire of Denmark Letter : 06 Nov 1997

Transport Minister Eric Charlton calls for international tenders to build and operate a new port in Cockburn Sound :
“Fremantle will always play a prime role in WA trade. Privately funded infrastructure is increasingly the practice where taxpayers are pressed to meet the capital demands for major works. In this case in WA, calling for private provision and operation will test the commercial viability of the Kwinana proposal (*James Point, BGC*) at no cost or exposure to the WA taxpayer. Given the ordinary performance of Australian ports by world standards and the need for waterfront reform, there was a strong argument for a port which was separate to Fremantle.”

Lyndon Rowe, CEO, Chamber of Commerce & Industry WA Extract : West Australian (Page 4), 08 Nov 1997

Following up – Lyndon Rowe was appointed Chairman of the Western Australian Economic Regulation Authority in 2004.

Joint statement of the following authorities : “It is particularly disappointing that a professional involved in planning should take this avenue to get his ideas across when it could be misinterpreted by the community. We want to ensure that readers recognise the advertisement for what it is. One man’s view of what he feels should happen and we would like to reassure the residents and ratepayers of Albany that this feature was not endorsed by either council. We are not sure what Mr Smithson aims to achieve through this advertisement but we wish to clear up any confusion.”

Murray Jorgensen, CEO, Town of Albany Extract : Albany Advertiser (Page 4), 20 Nov 1997

Ray Geraghty, CEO, Shire of Albany Extract : Albany Advertiser (Page 4), 20 Nov 1997

Peter Cook, CEO, Great Southern Development Commission Extract : Albany Advertiser (Page 4), 20 Nov 1997

Bob Emery, CEO, Albany Port Authority Extract : Albany Advertiser (Page 4), 20 Nov 1997

Philip Woodward, Manager GS, WA Ministry for Planning Extract : Albany Advertiser (Page 4), 20 Nov 1997

Following up – Murray Jorgensen was appointed Chairman of the Western Australian Forest Products Commission 2000-06; Ray Geraghty is the CEO of Mirani Shire Council in Queensland; Peter Cook’s whereabouts are unknown; Bob Emery was an unsuccessful Mayoral candidate in 1999, elected City of Albany Councillor 2001-07, and is a consultant to the port logistics industry; and Philip Woodward was promoted to Director, Country Planning Program, WA Dept Planning & Infrastructure (Perth) in 2003.

Written & Authorised by Neil Smithson of 364 Middleton Road, Albany, Western Australia 6330

Smithson Planning – Consultants in National Investment Growth Pathing

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“The Group’s 36 members, including CALM, AgWA, Bunnings and TimberCorp, had cast a majority vote against the development (*Albany Waterfront & Housing*). The group had reached its decision based on fears that housing would hinder port access and future port expansion. A safe and reliable infrastructure must be in place for our port to operate freely and not be affected by the potential disruption caused by a dangerous cocktail of urban traffic, residences and heavy transport.”

“Foreshore development had the potential to jeopardise the expanding woodchip industry. The region is leading the nation with 47,000 hectares of export pulpwood resource planted. It is critical to ensure that we always have in place an efficient port system capable of handling in excess of the projected 3 million tonnes of woodchips that will be provided and processed in the region annually in the near future.”

John O’Dea, Chairman, Timber 2002 Extract : Albany Advertiser (Page 3), 30 Nov 1997

Following up – John Walker, a former Town of Albany Deputy Mayor, was appointed Chairman of Timber 2020 in 2003, elected to the City of Albany (Hassell Ward) in 2005, and re-elected to the Kalgan Ward in 2007 (and retired from Local Government in 2009).

“The Minister for Resources Development (*Colin Barnett*) has convened the Mid-West Industrial Development Consultative Council, under the Chairmanship of the Hon Kevin Minson. This Council requires an assessment of the impact of the proposed port and industrial developments at Oakajee (*Geraldton*) on the social and engineering infrastructure in the Mid-West Region. You are invited to submit a tender for the study – please find attached the project brief documentation.”

Peter Goodall, Project Manager, WA Dept of Resources Development Letter : 02 Dec 1997

“Mr Russell Harrison, one of our Board members, informed the Board at its last meeting that you had approached him relating to the possibility of the Port being moved from its present location. I would advise you that in response to your suggestion, they (*the Board*) clearly indicated that it is not the intention of the Authority at this time to consider such a move. Indeed it is their intention to maximise the use of the area currently occupied in accordance with their charter.”

Terry Enright, Chairman, Albany Port Authority Letter : 29 Jan 1998

Following up – Russell Harrison was appointed Chairman of the Great Southern Development Commission in March 2003, and the Port’s Board tourism representative Len Smith was appointed Chairman of the Great Southern Area Consultative Committee in February 2005.

“I advise that at the meeting of 25 February 1998, the Board Members agreed there was merit in a number of aspects raised within the Rainbow 2000 concept and that they would like more time to consider your plans. It is intended that should the Board Members require any further information on your proposals, we will be happy to arrange for you to make a formal presentation in relation to the specifics identified.”

Peter Cook, Chief Executive Officer, Great Southern Development Commission Letter : 17 Mar 1998

RAPI 1998 – Embracing change : “It has been brought to my attention that the Albany Chamber of Commerce (& Industry) is listed to deliver a paper on ‘A New Look at Regional Centres’ at the Royal Australian Planning Institute’s 1998 National Congress in Brisbane on the 9th July 1998. The Town of Albany is a member of the Chamber and it has come as a surprise to me and my fellow Commissioners that the Chamber would become involved in the presentation of a paper at a conference of this nature. All the other presenters, without exception, are town planning professionals or consultants working in that field. Can you please explain to the Town of Albany why the Chamber has registered an interest in delivering the paper?”

“The second issue that then arises out of the commitment to deliver a paper is the message that will be delivered. As you will appreciate, the City of Albany is to come into existence on the 1st July, 1998. The Town and Shire of Albany have both contributed considerable time and resources to launch and promote the event and to unite Albany into a single community prior to democratically elected Council taking over the City’s operations in May, 1999. Considerable media attention will be focussed on Albany over that period and it is vitally important from Council’s perspective that a positive image is projected of the City and the amalgamation process.”

“As no attempt has been made to contact staff at either the Town or the Shire to provide information for the paper, or to assist in its delivery, I am concerned that a distorted message may be projected on planning Albany’s future. Staff at both Councils, together with previous elected members, have worked diligently behind the scenes for more than twelve months developing a vision for Albany. Unlike Smithson Planning’s ‘*Rainbow 2000*’ concept which will have no legal basis but has received considerable press in recent months, the work of those officers will become the legitimate and adopted Town Plan for the City of Albany : Private investment and planning decisions will be judged and approvals will be issued on this plan only.”

“Similarly, the Great Southern Development Commission and the Albany Economic Development Unit have been working to secure investment in the region and I have been advised that the Chamber has made no contact with either body. These greatly concern me. The messages and the images that are projected of Albany over the next twelve months by peak organisations such as the Chamber will be critical to the future marketing of Albany as an investment and visitation centre. I simply ask that the message you deliver at the forthcoming conference is a positive and factual statement of Albany, both present and future.”

Dr. Ken Michael AC, Chairman of Commissioners, Town & Shire of Albany Letter : 28 May 1998

Following up – Dr Ken Michael AC was appointed Governor of Western Australia on 18 Jan 2006 – and as of October 2009, there still isn’t a consolidated Local Planning Scheme for the City of Albany, contrary to the provisions of the WA Planning and Development Act 2005.

“Thank you for your letter of 16 May 1998 and the copy of your paper *Planning Administration – Performance Indicators and Fee Structures*. I wish you all the best for the forthcoming Royal Australian Planning Institute (RAPI) conference in Brisbane. With regard to the paper *Rainbow 2000 – A Regional Planning Strategy for Albany and the Great Southern*, which you are

proposing to present at that conference, you will appreciate that it should be made quite clear that this has not been prepared in consultation with and has not been endorsed by either State or Local Government.”

Hon. Graham Kierath MLA, WA Minister for Labour Relations; Planning & Heritage Letter : 06 Jun 1998

“At the conclusion of our meeting last Thursday we once again, as you requested, discussed your Rainbow 2000 proposal. We decided against holding a special meeting for you to present your plan yet again. Several months ago you addressed our committee on Rainbow 2000 presenting a set of drawings and outlining your ideas. Since that time you have brought up various aspects of your plan on several occasions. In addition our committee members have had other opportunities to attend other of your presentations. We understand your enthusiasm for your vision, but we ask that you not continue to bring this particular personal agenda of yours to our meetings. What we welcome is your input on Albany Project Mainstreet issues.”

George Burcher, Chairman, Albany Mainstreet Project Letter : 29 Jun 1998

AWMA & WIMA : “The Management Authorities are working closely with the community, City of Albany and other agencies on both their Local Rural Strategy policy document and the Albany Regional Planning Study. The Authorities believe that these programs have had extensive public consultation and reflect the wider communities (*sic*) preferred future direction for the City and surrounding region.”

“The Water and Rivers Commission is currently working with the South Coast Regional Assessment Panel (RAP), and South Coast Regional Initiative Planning Team (SCRIPT) in reviewing the South Coast Regional Land and Water Care Strategy. These committees represent both community and agency points of view and the Management Authorities believe that these strategies will achieve our aim of improved natural resources management in the South Coast.”

Matt Stephens, Chairman, Albany Waterways & Wilson Inlet Management Authorities Letter : 14 Jul 1998

“Sorry it has taken me so long to reply to your letters of 17th (Town) and 19th (Shire) June, 1998. In reference to your offer to brief the Commissioners on your Rainbow 2000 project, I have discussed it with the Chairman and Commissioners. They have already seen literature on your ideas and at this time believe they are adequately informed on what it is all about. Also, you can appreciate this is an extremely busy time for Commissioners and staff dealing with pressing needs involving the 1998-99 budget and amalgamation issues.”

Jim Kelly, Chief Executive Officer, City of Albany Letter : 29 Jul 1998

Following up – the Chairman of Commissioners, Dr Ken Michael AC was appointed Governor of Western Australia in 2005.

To the Shire of Denmark : “As you are aware, neither the Western Australian Planning Commission, Ministry for Planning, nor Local Government has had any input into Mr Smithson’s Rainbow 2000 Regional Strategy. The Commission has not considered the Strategy and therefore it has no official standing whatsoever. You can be assured that when the Planning Commission embarks on the next phase of Regional Planning in the Great Southern, this will be undertaken in full consultation with the community and in particular the Local Governments which represent the community.”

Philip Woodward, Regional Manager Great Southern, WA Ministry for Planning Letter : 25 Sep 1998

“Thank you for your correspondence headed ‘The Albany Port Synopsis’ Rainbow 2000. Cooperative Bulk Handling Limited is the major port user at Albany with grain shipments representing over 95% of the port’s export traffic. Your correspondence appears to suggest that the existing berths, port infrastructure and the Company’s facilities could all be relocated for a cost in the order of \$500 million. On our assessment it would cost in excess of \$500 million to relocate the CBH facilities alone.”

Imre Mencshelyi, General Manager, Cooperative Bulk Handling Ltd Letter : 07 Oct 1998

Following up – Cooperative Bulk Handling undertook a major grains storage upgrade (~\$130 million) at their Albany Port terminal between July 2004 and August 2006 (a Boardroom decision framework pre-federal election October 2004, pre-state election February 2005 and pre-local election May 2005). The Hon Alannah MacTiernan MLA, Minister for Planning and Infrastructure granted CBH a new 50 year lease over its Albany Port area in September 2006.

“Generally, Council felt that your project was very visionary for the region, particularly the proposals relating to the Albany Port. Council felt that the access to the Albany Port from the outer parts of the Great Southern Region required more planning and consideration. Council also supported the proposed Albany to Wellstead coastal road.”

Neil Brown, Chief Executive Officer, Shire of Jerramungup Letter : 21 Dec 1998

Year of decisions for port : “The Albany Port is on course for further development and facing a steady future as the maritime gateway for the Great Southern. Once woodchip interests had reached agreement on plans for infrastructure, construction could begin, and the port would be in a position to commence exports in 2000-01. The Port Authority remained firmly opposed to housing on the foreshore and were hopeful the matter would be settled this year. A decision should be made ..., claiming it would become more difficult to resolve the longer it dragged on.”

“I reject recurring suggestions the port should be relocated from the Albany foreshore to Vancouver Peninsula, with finger berths pointing into King George Sound. It would have enormous costs, increased land access distances, and claimed a large number of port users would reject the idea and go elsewhere if the move went ahead. We shall continue to plan for the port where it is and where it has been for more than 200 years.”

Terry Enright, Chairman, Albany Port Authority Extract : Albany Advertiser (Page 3), 19 Jan 1999

Following up – Terry Enright was appointed Chairman of the Australian Grains Research & Development Corporation in 2004.

Little reality in land value : “There has been a lot of commentary recently both on the ABC and within the Albany Advertiser as to the likely value of the Albany Port Authority land, with the opinions ventured, in my opinion, being grossly in excess of the land’s market value. Based upon a value of two billion dollars, assuming a cleared site available for a wide variety of residential and tourist / residential uses, the suggested two billion dollars equates to \$2179 a square metre, which is within the realms of St. George’s Terrace, Perth property values. Given the land area involved, being 91 hectares, these figures would appear to be rather bizarre. It is my opinion that some of these financial aspects of the proposed Rainbow 2000 concept lack any financial credibility, let alone practical commonsense.”

Grant Solomon, Partner, Albany Valuation Services Extract : Albany Advertiser (Page 6), 18 Feb 1999

Following up – the 2 billion refers to the entire waterfront : not just the port’s land, and from the Rainbow 2000 community participation files search m² – comparable property values include Mira Mar Jun 2006 (\$830/m²); Nedlands Jul 2006 (\$25,000/m²); Albany Waterfront Sep 2006 (\$690/m²); Yunderup Canals May 2007 (\$1343/m²); Jandakot City Aug 2007 (\$2000/m²); Goode Beach Aug 2007 (\$500/m²); Perth CBD Feb 2008 (\$5000/m²); Goode Beach May 2008 (\$700/m²); Perth CBD Jun 2008 (\$3000/m²); Mandurah Marina Nov 2008 (\$7750/m²); Mindarie Quays Nov 2008 (\$17,000/m²); Perth Waterfront Nov 2008 (\$25,000/m²), with a small market correction in 2009.

“I have spoken with Roy Johnson (*Great Southern Regional Manager*) and support his comments with respect to transport cost implications of greater distances between commodity sources and port facilities. Transport WA also notes the position of the Albany Port Authority; that no useful purpose would be served by relocation of port facilities in the foreseeable future. While I understand your motivation in putting forward ideas for Albany, the issue of alternative port sites in the Albany region is not expected to be high on Transport WA’s agenda, unless a major catalyst causes a review of priorities.”

Patrick Dick, Director Maritime Policy, Transport Western Australia Letter : 22 Mar 1999

Following up – Patrick Dick (a Past President of the Planning Institute of Australia WA Division) was seconded to WA DPI in 2007 as a Special Project Officer, Oakajee Port, Geraldton, before heading on to Dubai and the United Arab Emirates.

A Gift to the New Council : “The Albany Port Authority, Albany Port Users Group, Albany Chamber of Commerce and Albany City Heart Committees have come together on the eve of the elections in a spirit of accord in order to give the new Mayor and councillors a positive start to the new era. The accord hinges on recognition of each of the four bodies (*sic*) roles without prejudice, and have agreement on the foreshore development issue.”

“All parties agree that Port Access and consequently the Port’s ability to undertake core activity of export or commodities, is essential to the long-term economic development of the region. All parties agree that the CBD of Albany represented by Albany City Heart needs to be maintained as a vital retail and commercial hub for the region’s continued growth.”

“The Chamber of Commerce, with links to like agencies throughout the region, represents a cross-section of the diverse business interests in the community to ensure advice is given to government and other agencies on overall industry policy and direction for the region.”

“All groups agree that the Foreshore should be developed so that Albany will progress into the next Millennium. The development should promote appropriate commercial development and be designed to create an open and publicly friendly environment for use by all people. Residential development of any sort was considered inappropriate, and should be deleted from the Foreshore plans.”

“The chief principle underlying the whole accord was to enhance economic and tourism development to support a quality lifestyle for the region. It was hoped that the new councillors could carry this spirit of accord forward into the oncoming year and that the City of Albany would prosper.”

Ian Peacock, Bob Emery, Michael Pemberton, George Burcher, Albany Accord Statement : 27 Apr 1999

Following up – Ian Peacock is a Past-Chairman of the Albany Port User Liaison Group and Timber 2020.

“I note your request to make a formal presentation to the full Council on these matters (*Rainbow 2000 and Albany Anzac*). The Councillors and I will be more than happy to meet with you during one of these briefing sessions to discuss your proposals, and City staff will contact you in the near future to arrange a mutually convenient time.”

Cr Alison Goode, Mayor, City of Albany Letter : 14 Jun 1999

Following up – Mayor Alison Goode JP was the inaugural elected Mayor in May 1999 after amalgamation, and was re-elected by the community of Albany in May 2003 for a second term of office (reduced absolute & increased % vote margin : first past the post system). She contested but lost the 2007 Mayoral election under the new proportionate preferential system : she would not have won under FPP.

Albany port relocation is not an option : “The significant growth potential of the Great Southern region over the next decade has been recognised by the transport agencies. Most of this growth will focus on export industries such as grain, silica sands, and the rapidly expanding plantation timber industry. The importance of efficient transport corridors for heavy freight transport (both road and rail) to export points and proper planning to ensure freight haulage does not impact on the community, is critical for the future of the City of Albany.”

“I note that a central strategy in Rainbow 2000 is the proposed relocation of the Port of Albany from its existing location to Vancouver Peninsula. I do not believe this is an option for Albany. The port represents a massive investment in public and private sector funds, it has substantial development potential and is an ideal location for a major seaboard port. Development of land

transport and port infrastructure in Albany will continue to focus on the existing port. I trust these points demonstrate the Government's commitment to fully plan for transport in Albany."

The Hon. Murray Criddle MLC, Minister for Transport, State Government WA Letter : 29 Jun 1999

Following up – Murray Criddle served as a National Party member of the Legislative Council representing the Agricultural Region from 1993 to 2008, with an electoral office based in Geraldton. Just prior to the 2005 State election, Murray Criddle MLC (Shadow Transport Minister) and Jamie Edwards MLA (Member for Greenough & Shadow Planning Minister) did agree to support port relocation for Albany if the coalition were elected – Jamie Edwards lost his seat to Grant Woodhams MLA (Nationals) at the 2005 State election.

Multi-user port infrastructure : "The WA Government has secured plans to establish new multi-user road, rail and port infrastructure in the Albany region. This follows the proposed development of a plantation wood processing industry in the Down Road area near the Mirrambeena Industrial Estate.

"Resources Development Minister Colin Barnett announced the plans last week saying he has also agreed in principle with Oji Paper and Itochu Corporation to build a \$20 million wood chip mill using plantation timber at Down Road, subject to final feasibility studies and environmental and planning requirements. The company, in conjunction with Bunnings Forest Products are looking to export through the Port of Albany."

"The companies expect to export 200,000 tonnes of plantation bluegum woodchips valued at \$24million from 2001, expanding to 1.5 million tonnes or more per annum valued at \$120 million in 2005. Together with other plantation companies and the Department of Conservation and Land Management, they already have plantations established in the Great Southern Region and have well-developed and internationally recognised skills in silviculture."

"The plantations have the real potential to produce more than three million tonnes of woodchips per annum he emphasised. The woodchips project would directly create 230 permanent jobs, and a further 275 jobs in indirectly related industries. Albany MLA Kevin Prince says this is a welcome boost to the region's economy. Should further processing industries be established in the area, it is projected that by the year 2005, at least 1000 jobs would be available within the industry."

"It was the Government's proper role to develop multi-user infrastructure to support developing industries around the State. The new infrastructure would be available to all users on a commercial, user-pays basis. State Government agencies such as Westrail, Main Roads WA and the Albany Port Authority would be responsible for additional multi-user infrastructure such as the rail spur line (Mirrambeena), the upgrade of Down Road and the development of an extra berth at the Port of Albany."

"Transport Minister Murray Criddle said Transport WA would examine options to upgrade log haul routes in the area. He said it was the Government's preference to haul wood chips from the mill to the port by rail."

Kevin Prince MLA, Member for Albany, State Government WA Statement : 19 Jul 1999

Following up – Kevin Prince, a Minister in the Richard Court Coalition Government, won the State seat of Albany in 1993 and lost it at the February 2001 State Election to Peter Watson, Australian Labor Party (the first ALP member to hold the seat in 27 years); Leon Harold Watt 1974-93 (Liberal), Wyndham Truran Cook 1970-74 (ALP). The Gallop lead ALP won State Government in 2001 and was returned in 2005.

Motion : "The Albany Chamber of Commerce & Industry would encourage Smithson Planning to refer the Rainbow 2000 Regional Planning Strategy for Albany and the Great Southern to the City of Albany and the State Government for detailed technical and financial evaluation." **Moved** : Robert Forgiore **Seconded** : Marie Sharp **Carried** : Unanimously.

Executive Committee, Albany Chamber of Commerce & Industry (Item 12.10) Minutes : 10 Aug 1999

Following up – The President of the Albany Chamber of Commerce & Industry from 1998-2002 was Michael Pemberton. The Executive Director of the Albany Chamber of Commerce & Industry from 1997-2001 was Ian Wilson, who also served as a Vancouver Ward Councillor with the City of Albany from 1999 to 2003. Neil Smithson as the Senior Vice President of the Chamber was responsible for the debate, spoke to the motion, but did not participate in the vote. Several other prominent representatives carried the motion on the day, but to no avail as the City of Albany refused to entertain the matter or provide direction to State & Federal Government.

The State Government's Draft Regional Development Policy : "The policy needs all of government commitment to work. There is great scepticism in regional Western Australia about the State Government's true level of commitment to regional development. Many state agencies are actively pursuing the centralisation of their services, and the State's Budgets in recent years ... show scant regard for the regional development needs of the Great Southern."

Robert Jefferies, Executive Director Strategic Planning, City of Albany Report : 26 Aug 1999

Following up – Robert Jefferies was appointed CEO of the City of Geraldton in 2000, and by referendum in December 2006, the City of Geraldton and the Shire of Greenough agreed to enter into amalgamation as the Municipality of the City of Geraldton Greenough. In 2007, Mr Jefferies was elected to the new City of Geraldton Greenough (Central Ward 2007-11) and serves with the Geraldton Iron Ore Alliance.

Differential Rates : "A differential rate is a rate charged in addition to normal Council rates; the funds raised are then used for specific purposes. There will continue to be two differential rates applied to certain properties, with the proceeds being used to fund Albany City Heart and the part funding of the Albany Tourist Bureau. The Albany City Heart differential rate will yield \$85,000 on properties within Town Planning Scheme 1A zoned 'Central Area' other than those used for residential purposes. The Albany Tourist Bureau will be part funded with \$50,000 raised from a differential rate on properties within the Town Planning Scheme 1A zoned 'Tourist Residential, Licensed Premises, Local Shopping, Other Commercial, Service Station, and Central Area.'"

AlbanyPlus (Budget Bulletin – Preparing the Way), City of Albany Newsletter : Aug 1999

Following up – When Council withdrew funding for the Albany Mainstreet Project by discontinuing the differential rate levy, it spawned the creation of Albany City Heart and the Fredericktown Progress Association as the local lobby groups for the CBD Ward. The Albany Tourist Bureau (Visitors' Centre) is a whole other story. Suffice to say, there aren't too many cities in the world that you could nominate for down-zoning the residential density of the Central Business District (roughly R160 to R80-100 – dwelling units per hectare). Given 'SMART' status, this should have probably led to regeneration of the CBD, but was complicated by the Patric de Villiers / Urbanizma Central Albany Urban Design Policy 2005 with a 2/3 storey height limit (to date, there has been no development under that policy).

"I refer to our meeting of 2 September 1999 ... and in terms of your Rainbow 2000 Regional Planning Strategy, I advise that Council, at its informal briefing session of the same day, declined your offer to provide a briefing. Given that Council is currently undertaking a Local Planning Strategy which will encompass all matters relating to town planning and land use in the city area, I would suggest that in the consultation period scheduled for early next year, you use the Rainbow 2000 concept as a basis for a submission."

Andrew Hammond, Chief Executive Officer, City of Albany Letter : 09 Sep 1999

Following up – Having only just been reappointed to the position of CEO, Andrew Hammond resigned from the City of Albany in 2008 to take up the same appointment at the City of Rockingham.

Ecumenical apostolic action : "Regarding your inquiry, to further explore the opportunity for the Albany Ministers Fraternal to adopt a resolution supporting the Rainbow 2000 Regional Planning Strategy for Albany. The group has decided not to follow this through any further or take a stand for or against your concept. The reason for this is that, although we could be seen as representatives of the social community, we believe our purpose is to promote the work of Christ in community, by representing local churches and providing a source of support and fellowship in the gospel. While we thank you for your far-sighted vision, and sharing such, we believe that a recommendation of it to government is outside our purpose and parameters. We wish you well in your endeavours, but decline to follow the matter any further."

Pastor Norm Baty, Chairman, Albany Ministers Fraternal Letter : 28 Sep 1999

Heritage Impact Statement : "Albany is endowed with a rich collection of historic structures ... highly significant indigenous and natural heritage places. The wealth of heritage is reflected in the Register of National Estate listings ... Proposals of the magnitude of Rainbow 2000 have the potential to impact on indigenous, natural and historic heritage places. The Commission recommends that potential developments be preceded by a comprehensive heritage survey to inform the broader planning process and assist the subsequent preparation of environmental and heritage impact statements."

Dr Barry Reville, Deputy Executive Director, Australian Heritage Commission Letter : 23 Sep 1999

"Albany City Council is the appropriate body to present the Rainbow 2000 Strategy to State Government for consideration look forward to the City's approach to me about this matter."

The Hon. Richard Court MLA, Premier, State Government of Western Australia Letter : 10 Nov 1999

Following up – the Australian Labor Party won the State Election in 2001, and Dr Geoff Gallop MLA became the new Premier of Western Australia. The Hon Colin Barnett MLA was elected Leader of the Opposition (Liberal National Coalition), which position he held until the 2005 State Election when the Australian Labor Party were returned for a second term of office. Alan Carpenter succeeded Geoff Gallop following his resignation, and Colin Barnett then formed a minority alliance with the nationals after the 2008 election and became premier.

"I appreciate your forwarding information about the Rainbow 2000 project to me. The support of the local community, including the business community, reveals a desire to embrace innovative job creation programs in the Albany area. I look forward to receiving updates on the progress of the Rainbow 2000 project."

Senator the Hon. Natasha Stott Despoja (SA), Deputy Leader, Australian Democrats Letter : 08 Dec 1999

Following up – at the 2007 Federal election, the Australian Democrats lost all four senate seats held in the Commonwealth Parliament : Hon. Lyn Allison, Vic; Hon. Andrew Bartlett, Qld; Hon. Andrew Murray, WA (retiring); and Hon. Natasha Stott-Despoja, SA (retiring).

"Your proposal (Rainbow 2000) to promote the City of Albany and the Albany Port Corporation is admirable and I wish you much success in this venture. Ports play a vital role in the economic development and well-being of all States in Australia and the nation as a whole. Strategic planning will ensure the maximum potential from our ports is achieved."

The Hon. Steve Bracks MLA, Premier, State Government of Victoria Letter : 21 Jan 2000

"Following calls by the federal Century (*sic*) of Federation Celebration committee, retired Chiefs of Staff of Australia's Defence Forces suggested to the national RSL that Albany should be the highlight for Anzac Day in 2001. Albany was the departure point for Australian soldiers on their way to Gallipoli and later France, during the first world war. The City was also the place that started the dawn services to celebrate and remember the troops' actions and sacrifices."

"The origin of the concept of the Anzac Festival week came from an idea put to the Celebration of the Century of Federation Committee by the retired chiefs of staff of Australia's defence forces. The idea of focussing on Albany's Anzac celebrations in 2001 – the year of the centenary of federation – was added to by City Council members and a committee formed in 1999 to investigate its feasibility."

"The concept is to coordinate a week long series of events, and we need to know what events you (Rotary Club of Albany) may have planned for Anzac week 2001. Event registration forms are attached and individuals, sporting and community groups and others with existing or planned events are asked to complete and return the form."

Peter Madigan, Executive Director of Corporate & Community Services, City of Albany Letter : 28 Jan 2000

“The Premier was very interested to read of Rainbow 2000 and its potential impact on the economic and social development of the Albany region. He has asked that I pass the documentation to his cabinet colleagues ... for Communication and Information, Local Government, Planning, Tourism, whose portfolio responsibilities cover regional planning.”

Rob Whiddon, Chief of Staff, Office of the Premier, State Government of Queensland Letter : 10 Feb 2000

“My Government will continue to draw on a wide range of ideas and sources of information on regional development in formulating and reviewing policy. I have drawn Rainbow 2000 to the attention of the Department of State Development, which is one of my main sources of advice on industrial development. I wish you success with your project.”

The Hon. Jim Bacon MHA, Premier, State Government of Tasmania Letter : 16 Feb 2000

“The Albany Sandpatch site is, in Western Power’s opinion, probably the best wind farm site in Australia. This is because it appears to have the crucial elements needed for a wind farm to be successful. Renewable energy systems face a tough future in Australia. To have them as part of our normal electricity systems we must pursue those projects that can show the technology working, can be technically and environmentally feasible, provide significant benefits to the community, and can do so for a reasonable price. A wind farm at the Albany Sandpatch site may provide these things and supply the confidence for Western Power to pursue such projects at other locations. Without developing such good sites, renewable energy stands little chance of emerging as a main stream electricity generator.”

Dr Paul Ebert, Project Manager Albany Wind Farm, Western Power Corporation Discussion Paper : Feb 2000

“Regional economic development on a sustainable basis is an important issue for us all and I await with interest the technical and financial evaluations that are being done of the Rainbow 2000[®] concept.”

The Hon. Geoff Gallop, Opposition Leader, State Government of Western Australia Letter : 15 Jun 2000

Following up – not-with-standing comments by the former Premiers the Hon. Richard Court MLA and Hon. Geoff Gallop MLA, and the former Parliamentary Secretary to the Minister for Planning & Infrastructure Hon. Ken Travers MLC (all of whom have acknowledged the comprehensive technical and financial evaluation), after thoroughly investigating our Freedom of Information request, Darryl Wookey, the Acting Office of Information Commissioner was satisfied in January 2006 that no such documentation existed or could be found.

Whole of government planning : “The cooperative approach you have described between business and the community of Albany in developing a proposal to present to the Albany City Council and the WA State Government highlights the capacity of local communities to respond to local problems. Real solutions will only emerge if governments work in partnership with communities and business groups to find them. At the Regional Australia Summit in October 1999, the Prime Minister spoke about the notion of social coalition. The Prime Minister’s address recognised that in a country such as Australia, governments cannot solve every problem, however, by acting in coalition or in partnerships the Australian community can solve many of the nation’s problems together. This collaborative effort and commitment is at the fore of the notion of the social coalition.”

“The recently released interim report of the Reference Group on **Welfare Reform Participation Support for a More Equitable Society** stressed the need for social partnerships and that governments, businesses, communities all have a role to play. Further, it states a strong and positive community takes action to identify and tackle its own problems through building economic and social coalitions at the local level. Federal, State and territory regional Ministers and the Australian Local Government Association met in March this year to discuss the recommendations from last year’s Regional Australia Summit. At the Summit, lack of coordination between the three levels of government was identified as a hindrance to greater economic and social prosperity in rural and regional Australia. The Hon. John Anderson MP, Deputy Prime Minister and Minister for Transport and Regional Services, expressed the hope that he would be able to ‘determine how all levels of government can work together as partners and develop an agreement that will better coordinate government activities in regional Australia.’”

The Hon. Larry Anthony MHR (Richmond, NSW), Minister for Community Services Letter : 23 Jun 2000

“It is encouraging that visionary ideas are being proposed for regional Australia.”

The Hon. John Anderson MHR, Deputy Prime Minister, Commonwealth of Australia Letter : 10 Jul 2000

Following up – the Hon. John Anderson MHR (Member for Gwydir, NSW) retired from Commonwealth Parliament in July 2005, and was succeeded by the Hon. Mark Vaile MHR as parliamentary leader of the Nationals.

“Council’s formal adoption of the Albany 2020 Strategic Plan puts in place Council’s strategic framework for the immediate future. The holistic approach that the Albany 2020 document encompasses ensures that all strategies, irrespective of their purpose, are supportive of the Albany 2020 vision. There are a number of tasks identified in the City’s Strategic Plan and they include the requirement to prepare a Local Planning Strategy and a new district Town Planning Scheme.”

“The Perth based company ERM is preparing the Albany Local Planning Strategy and it is proposed to forward Rainbow 2000 to the consultant to analyse as part of the City’s future development. In addition, to receiving Rainbow 2000 as a formal submission, the Consultants have been requested to liaise directly with you on the principles of Rainbow 2000.”

“It is not proposed to submit Rainbow 2000 to Council for its consideration given that Council has already embarked upon a comprehensive strategic planning process and it is preparing, with financial and administrative support from the Western Australian Planning Commission, a strategic land use document. To recognise or endorse an alternate strategic document would be confusing and totally inappropriate.”

Robert Fenn, Director of Development Services, City of Albany Letter : 07 Aug 2000

Rainbow 2000 & Albany 2001 Re-enactment : “A meeting of the Local Planning Strategy Steering Committee is to take place on 8th March 2001 and the Committee has incorporated into its agenda the opportunity to debate Rainbow 2000 (including the Albany Seaport Relocation Concept, the Albany International Airport Concept, etc.) prior to formally debating or discussing the draft of the Albany Local Planning Strategy prepared by ERM Australia. Minutes from that meeting will be forwarded to Council for consideration and it is at that point that a formal Council position on Rainbow 2000 will be taken.”

“In the meantime, the City of Albany would have no objection to you undertaking (at your cost) a referendum through the Great Southern region to gauge public reaction to your plan. However, that referendum would clearly need to indicate that Rainbow 2000 is an initiative of Smithson Planning and not the City of Albany or the (State) Government of Western Australia. In due course, the City of Albany will be advertising and putting out for public exhibition its own Local Planning Strategy, which may or may not incorporate components of Rainbow 2000, and it is important that the public be aware of the origin and status of the consultation processes and the relevant documents.”

Robert Fenn, Director of Development Services, City of Albany Letter : 27 Feb 2001

Following up – Starting with the ERM Australia developed Local Planning Strategy in 2001, then the Council initiated revisions of 2004, 2005, and 2006, a Draft LPS was finally adopted in February 2007, and a peer review was conducted by Patric de Villiers, et.al in May 2007 – no evidence to date of a new City of Albany Local Planning Scheme to amalgamate TPS 1A (Old Town) and TPS 3 (Old Shire).

Motion : “That the City of Albany Town Planning Advisory Committee recommends that the community not be consulted on the issue of port relocation as part of wider investigations being undertaken for the development of a new local planning strategy for Albany.” **Moved :** Elizabeth Barton **Seconded :** David Juers. **Carried.**

Town Planning Advisory Committee, City of Albany Minutes : 08 Mar 2001

Following up – Cr Elizabeth Barton (Coles Plaza) represented the Hassell Ward, City of Albany from May 2001 to May 2005 when she lost her seat to Cr John Walker (Timber 2020), and David Juers (Water Corporation) served as President of the Albany Chamber of Commerce & Industry from 2002-2004 before unsuccessfully contesting Liberal Party Pre-selection for the Seat of Albany at the 2005 State Election.

Foreshore freeway not on says City : “The (LPS) review has no provision for a freeway and lists Princess Royal Drive as a major route servicing heavy traffic. The scheme only acknowledges it’s an important road. It is adequate for the foreseeable future. The widening and size of the road will depend on traffic volumes over the long term.”

Robert Fenn, Director of Development Services, City of Albany Extract : Albany Advertiser (Page 9), 12 Apr 2001

Bringing Them Home report and the churches : “The Executive of the National Council of Churches in Australia (NCCA) has affirmed the ‘Bringing Them Home’ report and its recommendations. The statement was adopted after consultation between national heads of churches and the NCCA’s Aboriginal and Islander Commission. It appears on the eve of 26 May 2001 commemorations of the ‘Journey of Healing’. The text follows :

“Australian governments of the past adopted laws which gave warrant to practices resulting in many Indigenous children being inappropriately and forcibly removed from their families. It was a complex tragedy. But the fundamental truth of the stories of the Stolen Generations, and their pain, cannot be denied. As representatives of the churches, we call on our people, and the nation at large, to acknowledge the validity of the Bringing Them Home report and its recommendations.”

“The harm experienced by Indigenous people, and the healing that has been too long delayed, cry out for attention by governments, by others involved, by all Australians. Christians must try to understand what happened from the perspective of the Christian faith. As church leaders, we commit ourselves to reflect theologically on the trauma experienced by the Stolen Generations and by the nation as a whole, and on our calling to be bearers of reconciliation.”

“In consultation with the Stolen Generations, we will :

- ❖ Help educate the churches on their involvement in the history of the Indigenous child removal;
- ❖ Make church and agency records accessible;
- ❖ Identify ways of supporting Indigenous groups working with removed people; and
- ❖ Address instances of alleged abuses, particularly in church-related institutions.”

“Many churches have offered apologies and taken steps towards reconciliation. Reaffirming these initiatives, recognising the pain and trauma of the Stolen Generations, we advocate the establishment of a healing commission. The churches stand ready to participate in such a commission in whatever way may be appropriate.”

“Further, the churches support the establishment by the Council of Australian Governments of a national fund, as part of the healing process. We call on all Australian governments, whose predecessors legislated for laws which gave warrant to practices leading to the Stolen Generations, to contribute generously to the fund. Because all Australians were represented by those governments, all Australians and all agencies – including church agencies – which cooperated with such practices are urged to contribute to the fund. Our churches will continue to pray and work for the healing of the nation.”

“This statement has been endorsed by the following churches :

- ❖ Anglican Church of Australia Archbishop Peter Carnley
- ❖ Antiochian Orthodox Church Archbishop Paul Saliba
- ❖ Armenian Apostolic Church Archbishop Aghan Baliozian

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| ❖ Churches of Christ | The Reverend Peter Overton |
| ❖ Greek Orthodox Church | Archbishop Stylianos |
| ❖ Lutheran Church of Australia | The Reverend Mike Semmler |
| ❖ Religious Society of Friends | Colin Wendell-Smith |
| ❖ Roman Catholic Church | Archbishop Francis Carroll |
| ❖ Romanian Orthodox Church | The Reverend Dr Gabriel Popescu |
| ❖ Salvation Army (Eastern Territory) | Commissioner Brian Morgan |
| ❖ Salvation Army (Southern Territory) | Commissioner Douglas Davis |
| ❖ Syrian Orthodox Church | The Very Reverend Zeki Zitoun |
| ❖ Uniting Church in Australia | The Reverend Professor James Haire.” |

National Council of Churches in Australia Extract : National Sorry Day Committee, 21 May 2001

Following up – While the Governments of Western Australia, South Australia, Australian Capital Territory, New South Wales, Tasmania, and Victoria all passed motions of apology in 1997, with Queensland following in 1999, it took until 2007 with a change of federal government and 2008 before a Kevin Rudd led Labor / Brendon Nelson led Coalition would apologise on behalf of the Commonwealth (several members of the House of Representatives boycotted the sitting, including the Hon. Wilson Tuckey MHR – Member for O'Connor).

To the Hon. Alannah MacTiernan MLA – Minister for Planning & Infrastructure : “The APULG believes that if there is to be additional rail traffic into the City of Albany, there will need to be a substantial upgrade of the only railway line available to industry within the Great Southern, particularly that section of the line between Mirrambeena and the Port. The area of rail that travels alongside Princess Royal Drive would almost certainly have to be developed into a two-line corridor.”

Ian Peacock, Chairman, Albany Port User Liaison Group Letter : 19 Mar 2002

To the Hon Alannah MacTiernan MLA : “All parties of the Alliance (*the Albany Chamber of Commerce & Industry, Albany Merchants Association, Frederickstown Progress Association, and Albany City Heart*) expressed dissatisfaction at the lack of debate on this extremely important issue (*Council Administration Centre Relocation*) and the City Council’s non-compliance with the (*Albany*) Local Planning Strategy and the Commercial Centres Strategy. The Alliance has expressed its dissatisfaction with the process used by Council to secure the North Road site, particularly the lack of informed debate, and has asked Council to reconsider your offer of assistance with a consultation process and workshop.”

Michael Pemberton, Dennis Wellington, Jeff Claughton, Jan Waterman, Albany Alliance Letter : 21 Jun 2002

Following up – Michael Pemberton and John Walker were unsuccessful Mayoral Candidates for the City of Albany in 2003. Cr Dennis Wellington (elected 2001, re-elected 2005, and an unsuccessful Mayoral Candidate in 2007) together with Cr Jan Waterman (elected 2003, retired 2007) both represented the Fredericktown Ward, City of Albany.

Following a Local Government Ward review in 2006, there was a general spill of all councillors including the Mayoral position with elections in October 2007 – the Hon. Jon Ford MLC, Minister for Local Government shifting the election cycle to post-Budget FYE, with a change to proportionate preferential voting across Western Australia – a significant state initiated change in community representation.

Guts, Grace and Glory : “During 911 – In a crisis, when everybody else gets very, very excited, you have to become the calmest person in the room, so you can figure a way out of the situation. Revitalising the city that experts had written off as the Rotting Apple – I love the challenge of doing things people say can’t be done. The minute somebody says that can’t be done!, I respond by thinking it would be interesting, exciting and fulfilling to prove it can be done. What gave you hope? – when I saw the fire-fighters putting our flag up. It looked like Iwo Jima. That brave act gave me a great sense that the American spirit is as strong as it ever was. The debris was five to seven storeys high; the fires were at 1400 to 1650 degrees. They were standing on top of hell when they put up that flag.”

“New York is going to be here for ever, and the people of the city will do what they have to do to get through whatever happens. People who live in freedom are stronger than any terrorists. They are operating out of hatred and maniacal anger that ultimately will destroy them. Hitler did tremendous damage, but he didn’t win. Our ideas of freedom and democracy are right. I don’t mean this in a belligerent way. I mean it in a moral and philosophical way. We’re right, and they’re wrong. That doesn’t mean all our ideas are right, or that we’re always right. But our philosophy is correct; their philosophy is warped. Ultimately, many more people will follow our way of life than theirs.”

Rudi Giuliani, Mayor, New York City, New York, USA Extract : Reader’s Digest (Page 39), Sep 2002

“The intent of your proposal to overcome freight access and land use conflict is acknowledged. There is no indecision on the Government’s part ... relocating the port is unlikely to be given further consideration given the high cost and the uncertainty about whether it would resolve community concerns regarding heavy road freight ... in addition there may be significant environmental impacts. The Government’s preference is to develop lower cost solutions that will manage heavy freight movements and land uses.”

The Hon. Alannah MacTiernan MLA, WA Minister for Planning & Infrastructure Letter : 28 Mar 2003

Following up – Alannah MacTiernan (Minister for Planning & Infrastructure from 2001 to 2008), following the loss of State government, now serves as the Member for Armadale and Shadow Spokesperson for Regional Development, Strategic Infrastructure & Climate Change.

Having set an 'informal level of assessment', the Minister dismisses five appeals from the community : “Appellants have raised concerns in relation to this proposal (*TimberCorp Woodchip Export Facility : Phase 1 : 600,000 tpa*) within the context of the potential cumulative environmental and social impacts associated with the overall anticipated increases in road transport of woodchips from this and other future proposals, along with other freight, into the Albany port. These concerns are acknowledged, along with the importance of maximising the use of rail for the transport of produce to the port.”

“I am aware that the Minister for Planning and Infrastructure and DPI are actively pursuing a range of strategies and actions aimed at optimising the use of rail for port related transport, along with work aimed at managing road transport issues in the Albany region. In particular, the outcomes of the Albany Heavy Freight Transport Forum held in late 2002 are being used as a framework for the long term strategic management of these issues. It is noted that the forum has led to further actions focussing on the transport of woodchip materials, along with managing the local impacts of road transport and the development of a road freight traffic management plan.”

The Hon. Dr Judy Edwards MLA, WA Minister for Environment & Heritage Appeal Determination : 30 Aug 2003

Following up – Judy Edwards resigned as Minister for Environment & Heritage in June 2003, and retired from parliament in 2008.

Shell Community Dialogue 2003, Aberdeen, Scotland, UK : “If there’s no edge to the discussions, there’s no learning; and if there’s no learning, we have to wonder about the value of the event. But this type of event is absolutely key in terms of putting reports together – in setting our strategy, which in many respects starts locally. There are similar events held in other parts of the world. Although Shell is a global company, at the heart of our business are our links with local businesses, communities and governments. This is where we get the feedback to improve our performance.”

Kieron McFadyen, Technical Director, Shell Exploration & Production, Europe Address : Oct 2003

“Thank you for your letter of 22 August 2003. I apologise for the delay in responding. I understand that you would like the opportunity to meet and discuss your proposal (*Rainbow 2000*). I also understand that, at this stage, your proposal has no formal endorsement from the City of Albany. I encourage you to gain endorsement from the City of Albany and then approach us for a presentation and formal consideration by the Heritage Council of Western Australia.”

Ian Baxter, Director, Heritage Council of Western Australia Letter : 08 Dec 2003

Following up – Patric de Villiers was appointed Chairman of the Heritage Council of Western Australia in October 2003 and held that position until he resigned in May 2005. Mr de Villiers serves as a part-time member of the State Administrative Tribunal. The consulting company Urbanizma was contracted by the City of Albany in Nov 2005 to undertake the Central Albany Urban Design Study in response to inner city housing development. In 2006, Urbanizma was contracted to review building height control in the City of Albany, and in 2007 was contracted to lead a peer review of the City of Albany Draft Local Planning Strategy.

Following up – To see who the real ‘Champions’ of heritage are, download our discussion paper on Albany’s World Heritage Nomination.

“Having read the information and correspondence you sent me regarding the Rainbow 2000[®] report, it is apparent that a number of planning issues exist within the Albany region that will require significant attention in the years to come. In particular your examination of the problems facing the Port of Albany and the Great Southern region in general are of considerable interest.”

The Hon. Colin Barnett, Leader of the Opposition, State Government of Western Australia Letter : 21 Jan 2004

Following up – Premier Colin Barnett formed a minority alliance State government with the help of nationals and independents in 2008.

“The EPBC Act provides for the protection of defined matters of national environmental significance (NES). These include the values of listed world heritage properties, nationally listed threatened species and migratory species, and the ecological character of listed Ramsar Wetlands of International Significance. A new matter of NES (sites of Australian Heritage value) has now been added to the EPBC Act and nominations will be sought for such sites. Please note that only the organisation proposing to take an action, or an Australian / State Government agency with administrative responsibilities can make a referral under the EPBC Act. It is not possible for a third party to make a referral. However, the Department will investigate the issues raised if there is a potential threat to a matter of NES.”

“While we appreciate your concerns in regard to the ITC TimberCorp Woodchip Transport Expansion, and the worthwhile alternatives you have presented, the Australian Government can only become involved in projects under the EPBC Act if a matter of NES is potentially threatened. This does not appear to be the case for the current proposal given the absence of clear ecological values and impacts. The Australian Government seeks to work with State Governments in the proper and rigorous environmental impact assessment of proposals affecting environmental matters of common interest. However, State Governments quite properly retain responsibility for strategic infrastructure planning and associated social and economic impact assessment. In the absence of a significant impact on a matter of NES, involvement by the Australian Government in such matters under the EPBC Act is not possible.”

Steve Mercer, Director EPBC Referrals, Commonwealth Dept Environment & Heritage Letter : 28 Jan 2004

Following up – In December 2003, the Howard Coalition Government repealed the Australian Heritage Commission Act 1975 which established the Register of the National Estate and afforded Commonwealth protection to the Old Gaol and Residency Museum, Albany (the oldest European heritage precinct in Western Australia established under convict labour in 1827). Unless a heritage place was located on Commonwealth land, it did not automatically transition to the new register as a matter of National Environmental Significance (NES). It was not until 2005 that the Commonwealth Environmental Protection & Biodiversity Conservation Act 1999 was amended to incorporate heritage places as NES matters, and in 2007 that the Commonwealth and National Heritage Registers were established.

Downsouth – New industry sails in : “Well-kept secret, hidden paradise, unspoiled natural beauty. Tourists have described Albany in many ways but international cruise liner destination has not been one of them. That could all change over the coming years thanks to a new Statewide marketing strategy and a major push by the Albany Port Authority and the Albany Chamber of Commerce & Industry to ensure the city becomes a permanent fixture on the cruise itinerary. Right now 3000 tourists from around seven different countries are leafing through brochures and promotional material before arriving in Albany on three luxury cruise liners over the next three weeks. Straight away they are introduced to Albany’s natural beauty with images of giant whales frolicking in the Southern Ocean, wildflowers nestled below majestic wind turbines and the dramatic beauty of The Gap. They can already see themselves sipping premium local wine and visiting icons such as Whale World and the Valley of the Giants Tree Top Walk at Walpole.”

“If plans to establish Albany as a major cruise liner destination continue to flourish, many more tourists could be falling in love with Albany – which can only mean good things for local business. All eyes, including those at the WA Tourism Commission, will be on the vessels over the coming weeks. While each ship is only staying for one day, the impression Albany makes is vital for the future success of the industry. If the three visits were a success, Albany would be in store for many more, Albany Chamber of Commerce & Industry chief executive Jo Hummerston said. If the passengers go back on board smiling and happy, they will be telling the crew, she said. The crew will tell the cruise companies who will then see Albany as a worthwhile destination and we will be entrenched on the itinerary. Ms Hummerston said the uncertain political climate and new threat of bird flu in Asia made cruises an increasingly popular holiday of choice.”

Jo Hummerston, CEO, Albany Chamber of Commerce & Industry Article : Albany Advertiser (Page 11), 12 Feb 2004

Downsouth – New industry sails in : “The WA Tourism Commission has recognised this potential and is developing a cruise shipping strategy for the State. WATC aviation development director Gavin Richardson will travel to Albany to witness the arrival of German vessel the Europa on Monday. Mr Richardson said the commission wanted to understand the drivers and customers of cruise lines, assess how WA measured up and whether any barriers existed which would prevent the growth of the industry in Western Australia. The WATC is engaging key government and industry stakeholders, including ground operators and shipping agents, to assess the economic benefits of cruise visits to WA. Mr Richardson said the strategy would be released in the second half of the year. He said in recent years, WA had attracted only about six international cruise ship visits a year, which was a small proportion compared to the rest of the country. He said the number of ships visiting Albany in recent years fluctuated with four ships visiting in 2001, two in 2002, and one in 2003.”

Gavin Richardson, Aviation Director, WA Tourism Commission Article : Albany Advertiser (Page 11), 12 Feb 2004

Downsouth – New industry sails in : “It is vital Albany capitalises on the visits in order to build confidence in the shipping agents, Australia’s South West acting marketing coordinator Ian Osborne said. In the brief time we’ve got them, we’ve got to give them an enjoyable experience, Mr Osborne said. The liners have come here for a reason, because they’ve identified Albany as a worthwhile destination. Now it’s up to Albany to realise the potential.”

Ian Osborne, Marketing Director, Australia’s South-West Article : Albany Advertiser (Page 11), 12 Feb 2004

Downsouth – New industry sails in : “Broome is WA’s most popular port for cruise liners and the last financial year saw a record 10 vessels visit berth there. Mr Frodsham said Broome was working to establish itself as a regular port for the international cruise liner industry. WA was only attracting about 5% of international cruise ship visits, Mr Frodsham said, only half of what he thought should be visiting our shores. It’s clear when you look at the statistics that WA is lagging as far as the development of the cruise ship industry goes, he said. Mr Frodsham said it required a Statewide effort in order for WA to get the visits it deserved, which could have numerous benefits for regional ports. It’s a boon for local travel operators and especially good for retailers, Mr Frodsham said. The State has to put itself forward as a package.”

Stephan Frodsham, CEO, Broome Port Authority Article : Albany Advertiser (Page 11), 12 Feb 2004

Downsouth – New industry sails in : “Albany Port Authority chief executive Brad Williamson said the port had been working for several years at attracting more cruise liners. The port gives discounts to liners to encourage them to berth at Albany.”

Brad Williamson, Chief Executive Officer, Albany Port Authority Article : Albany Advertiser (Page 11), 12 Feb 2004

ALGA launches campaign to protect community from open slather planning : “Local government leaders from across the country have resolved to launch a vigorous campaign to protect the critical regulatory role of councils in the planning process and prevent developers from by-passing democratically elected local community representatives. The Executive of the Australian Local Government Association (representing every state and territory) meeting in Hobart have resolved to launch a campaign to defend council planning functions following the release of a model development assessment process for public consultation. ALGA President, Cr Mike Montgomery, said the model seeks to remove the power of councillors to make decisions on planning applications and stop third party appeals. It is an assault on the democratic right of communities to control the planning process, he said. The model has been developed under the auspices of – but is not endorsed by – the Development Assessment Forum (DAF), a body that reports to the Local Government and Planning Ministerial Council. The Ministerial Council recently agreed to release the model for public consultation.”

“ALGA will not accept the so-called ‘separation of roles’ and ‘defined third party appeals’ proposals in the model and takes strong exception to local government being labelled a stakeholder in this process when in fact it is the planning authority and decision-maker, Cr Montgomery said. The model must be immediately amended to recognise and entrench the authority of local government in the determination of development applications. Councils make planning policy but usually delegate planning decision powers to planning officers. In controversial cases, councillors will step in and make the necessary decision themselves,

as the community demands and expects. ALGA calls on the Chairman and members of DAF and the State Planning Ministers to reject the proposed 'separation of roles' and defined third party appeals' practices. The DAF model is not only daft, it is dangerous. There is no way local government will accept moves to dilute the powers of councils and communities to regulate the planning process. Local government is keen to improve the planning process, but we are not going to allow developers open slather on planning issues, Cr Montgomery said."

Cr Mike Montgomery, ALGA President Media Statement : 27 Feb 2004

"I have discussed this with the Board. Rainbow 2000 is well understood locally and in Perth and all the Board members are familiar with the arguments. The charter of the Board is to run the port as required by the Port Authorities Act. Issues such as relocating the port are not a commercial requirement for the Board, as we are confident the current location will be adequate for port operations well into the future. Therefore the Board does not wish to investigate these concepts further, given the enormous public investment in the current location. Naturally, should our owners – the state government – have a different view, we would undertake their requirements. I think your vision is better aimed at senior levels of elected government."

Brad Williamson, Chief Executive Officer, Albany Port Authority Email : 10 Mar 2004

The 1st Regional Sitting of State Parliament – Legislative Assembly : "Albany's historic importance made it the natural choice for hosting this important event. Indeed, your city has played a significant role not only in the history of Western Australia but the nation. Albany is where our Anzac troops came together before setting sail for Gallipoli and it is our State's oldest European settlement."

The Hon. Geoff Gallop MLA, Premier, State Government of Western Australia Cabinet Update : 22 Apr 2004

"The listing of the Albany Anzac Dawn Service Icon followed a range of State Government initiatives aimed at promoting community pride and respect for WA's Military heritage. These initiatives are aimed at ensuring that the observance of Anzac Day remains strong and is carried on by future generations."

The Hon. Eric Ripper MLA, Deputy Premier, State Government of Western Australia Cabinet Update : 22 Apr 2004

Following up – Eric Ripper was elected Leader of the State Opposition following the Carpenter Labor State Government loss in 2008.

"While I was very interested to read the material you attached concerning the Rainbow 2000 project, the planning issues covered in these documents fall within the responsibilities of local and state governments."

Tony Nutt, Principal Private Secretary, Office of the Prime Minister, Commonwealth of Australia Letter : 23 Apr 2004

Waterfront plans out : "With residential development on two sides of the Port and accommodation on the third, it was only a matter of time before the Port was rendered unviable. Plans for the waterfront development should be displayed in every town in the region which relied on the Port to ensure everyone whose living depended on the Port had the opportunity to comment."

Ian Peacock, Chairman APULG Extract : Albany Advertiser (Page 3), 29 Apr 2004

Yes Minister – WAPC determines State planning policy : "Yours is a visionary proposal but on examination it is clear that it is not a proposal the Commission would support. I hope you'll understand that we are unable to include the matter on a meeting of the Commission. I appreciate your interest in the development of Albany's future."

Jeremy Dawkins, Chairman, Western Australian Planning Commission Letter : 29 Apr 2004

Yes Minister – EPA determines State environmental policy : "Whilst the Environmental Protection Authority (EPA) does not have any details on the Great Southern Plantations' proposal to which you refer, the matter of transport to and from major ports is a strategic issue. I consider that this is best managed by the Department for Planning & Infrastructure (DPI) and that there is limited value in the EPA getting involved on a proposal by proposal basis. The DPI is presently progressing the Albany Heavy Freight Forum Action Plan and I consider that this is an appropriate way to manage strategic transport issues."

Wally Cox, Chairman, Western Australian Environmental Protection Authority Letter : 29 Apr 2004

Following up – Wally Cox was appointed Chairman in January 2003, and retired in 2007 fore-going two further years yet to serve under contract to the State Government of Western Australia amidst the Burke Corruption & Crime Commission investigations.

"In regard to relocation of the port, previous estimates have shown that the cost would be prohibitive. Consequently, the Government's preferred approach has been to maximise the amount of freight transported by rail, and minimise the negative impacts of the port and key freight routes through better planning of port activities and adjacent land uses. This includes the waterfront, where it is proposed that suitable building codes will be specified to reduce noise effects, and traffic management plans included to minimise conflict between cars and trucks on access roads. A pedestrian overpass is also to be included to allow non-vehicular access to the (waterfront) development."

Hon. Ken Travers MLC, Parliamentary Secretary to Minister for Planning & Infrastructure, WA Letter : 24 May 2004

Following up – Ken Travers served as Parliamentary Secretary to the Minister for State Development (Premier Gallop) from 2001 to 2005, and was appointed Shadow Spokesperson for Transport under the Ripper State Opposition in October 2008.

Port recognises need for planning : "Albany has a tremendous port that the residents of Albany should be proud of. With proper planning of the port precinct and of surrounding land uses it can generate enormous wealth for the community and coexist with it."

The concept of relocating the port is a distraction from the far more pressing task of ensuring that we get the land use planning, including that of transport corridors, right. The Albany Port Authority Board and I are working hard to see that happens.”

Brad Williamson, Chief Executive Officer, Albany Port Authority Statement : 10 Jun 2004

Port access fears – Exporters want assurances from waterfront proposal : “Export companies at the Albany Port have sought a guarantee of unlimited access from the State Government amid fears the proposed \$12.7 million waterfront project could restrict port operations and force them to reconsider lucrative investment. Grain handler Cooperative Bulk Handling and woodchip exporter Albany Plantation Export Company have contacted Planning and Infrastructure Minister Alannah MacTiernan over fears the boat harbour and proposed short term accommodation would limit access to the neighbouring port. Both companies said they were not against development at the foreshore provided they had unlimited access to the port. CBH said it would reconsider a \$75 million upgrade to its Albany facilities planned for this year if the guarantee was not provided.”

“Ms MacTiernan has given a verbal guarantee but Albany Port Users Liaison Group chairman Ian Peacock feared it could be overturned after the looming State election. Albany Port Authority chief executive Brad Williamson said the best way to ensure port access was not impeded was to promote growth. If things like the CBH upgrade go ahead, and (exports) move from two to seven million tonnes as planned, I can’t see any State Government impeding its ports because they are such key assets, Mr Williamson said. CBH operations general manager Colin Tutt said the board would be asked to endorse the financial component of the \$75 million project on July 7. We want to ensure (the guarantee) stays tomorrow as well as today because of the significant investment we are putting into the place, he said.”

“Growers would be hit the hardest if restrictions were put in place. It will add costs to growers and we would have to reconsider our investment, Mr Tutt said. You can’t restrict port access in Albany because it is one of the primary export terminals in the State. But assurances have been given by the port and the (State Government). Albany MLA Peter Watson said export companies had nothing to fear. Ms MacTiernan has categorically stated the port will be running 24-7, Mr Watson said. Albany Plantation Export Company director Bob Emery said the timber industry was not against development at the port, but wanted to ensure it would not affect exports. If they did (restrict access), say by putting an embargo on truck movement, it would make exports totally uncompetitive, Mr Emery said. The Government has got to give us a guarantee.”

“Timber 2020 chief executive Julia Levinson said as long as timber companies were allowed unlimited access she was happy for the boat harbour project to go ahead. Ms Levinson said she would reiterate the company’s stance when she met with Agriculture Minister Kim Chance next week. Mr Peacock said movement had been restricted at three berths at the Fremantle port due to urban encroachment and he feared the same would happen in Albany. MacTiernan’s guarantee is only as good as her tenure, he said. Ms MacTiernan was unavailable for comment. More than 150 submissions have been received in the latest round of public consultation on the waterfront development. The feedback will go to an Albany Waterfront Reference Group meeting later this month and is likely to go to the July city council meeting. The council will then be asked to approve a final concept plan.”

Bob Emery, Director Albany Plantation Export Company Extract : Albany Advertiser (Page 1), 17 Jun 2004

Following up – Bob Emery was the former Chief Executive Officer of the Albany Port Authority; an Executive Committee Member of the Albany Chamber of Commerce & Industry; Kalgan Ward Councillor for the City of Albany (2001-05); an unsuccessful Mayoral candidate for Albany in 1999; and a member of the quasi Albany Economic Development Unit.

Sack us says businessman : Western Australia’s “Local Government Minister Tom Stephens should step in and save the council and administration from further embarrassment. The handling of the extended trading (hours) debate was symptomatic of a council that was ‘stuffed’. It is in absolute disarray. And it is not only about trading hours but about council’s lack of direction or consistency on planning issues. The budget is another example of a council that doesn’t know what it is doing. The CEO has lost his handle on the situation and the mayor has lost the plot.”

Cr Paul Lionetti, Breaksea Ward, City of Albany Extract : AGS Weekender (Page 3), 05 Aug 2004

Following up – Despite earning the most first preferences of four candidates and exchanging preferences with the second-placed candidate (Cr Daniel Wiseman) where their cumulative tally was an outright majority of local support, former Cr Paul Lionetti (IGA Albany) failed to win his Breaksea seat on the Albany City Council courtesy of the WA Electoral Commission proportionate preferential voting system.

“Regarding the relocation of the Albany Port and the potential for subsequent foreshore redevelopment in the city of Albany, the Rainbow 2000 and related projects deserve merit for the breadth of their vision and scope.”

Senator the Hon. Ruth Webber, Member for Western Australia (ALP) Letter : 24 Aug 2004

Following up – After pre-selection for the 2007 Federal Election, Senator Ruth Webber loses her winning #2 position, and is effectively demoted to the contestable third spot on the Labor Party WA senate ticket, with Labor choosing not to stand a #4, #5, and #6 conceding that last place to one of the minority parties – the Nationals, Greens, Australian Democrats, Christian Democrats or Family First.

“Priority Projects : Third rail line into Albany Port to cater for exports such as new timber products and product from the proposed second woodchip facility.”

Bruce Manning, Chief Executive Officer, Great Southern Development Commission Statement : 08 Sep 2004

“Firstly, allegations involving the misconduct of public officers do not fall within our jurisdiction which only applies to matters of administration. It is our practice - and our obligation under the Corruption and Crime Commission Act 2003 - to refer such matters to the CCC which has absolute discretion to decide to investigate, or not to investigate, allegations which are drawn to its attention. Secondly, when the CCC was established, it was specifically excluded from our jurisdiction under Schedule 1 of the Parliamentary Commissioner Act 1971 which regulates our operations.”

Jane Burn, Assessments Team, Ombudsman Office, State Government WA Letter : 08 Nov 2004

Concern about port restrictions : “Under the (Waterfront) plan the amount of short-term accommodation effectively doubled and the development shifted closer to the port, intensifying fears use of the port would be restricted. The City should have retained the original concept, rather than accept designs unveiled by Planning Minister Alannah MacTiernan. If the development went ahead, the future of the port could not be safeguarded and condemned what he said was a lack of industry consultation.”

Ian Peacock, Chairman APULG Extract : Albany Advertiser (Page 5), 18 Nov 2004

City foreshore set for new look – Perth’s Swan River : “The paralysis which had stymied many development proposals on the riverfront for the past few decades no longer exists. Past civic leaders and planning authorities have neglected the development potential of the foreshore. We get minimal use out of the beauty of the river and need to improve facilities and opportunities for both tourists and locals alike. Over the next five years we can expect to see a complete transformation of this area with an increasing focus of the city onto the river. We had to overcome enormous resistance out there to doing anything. Everyone recognised something was wrong but there was a reluctance to take action.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : West Australian (Page 4), 29 Nov 2004

Following up – Alannah MacTiernan (Minister for Planning & Infrastructure from 2001 to 2008), following the loss of State government, now serves as the Member for Armadale and Shadow Spokesperson for Regional Development, Strategic Infrastructure & Climate Change.

To Mayor Alison Goode : “Thank you for your letter concerning Anzac Day 2005, and the honour you have done my Council by accepting this invitation. I firmly believe that we must put into affect steps in order to increase our friendly agreement with this visit. I have had the pleasure of reviewing the ‘Albany Coastline Peace Park’ project, and our suggestions will be conveyed shortly as this project is important for the development of our relations. We bid welcome to HMAS Anzac at this 90th celebration event, and welcome you and your party from the City of Albany to Gallipoli.”

M. Cihat Bingöl, Mayor, City of Gelibolu (Gallipoli), Republic of Turkey Letter : 14 Jan 2005

Following up – Alison Goode contested but lost the 2007 Mayoral Election to Cr Milton Evans (her former deputy), with a close second to Cr Dennis Wellington determined on the basis of preferences that flowed from the anti-waterfront group. Mayor Evans is currently pushing waterfront development, the Albany Anzac Peace Park and a sister-city relationship with the City of Peronne, Somme Valley Region, France.

Albany’s Waterfront Project : “The boat harbour needed to be built as soon as possible to allow development to progress on the foreshore. A gas pipeline would also be welcomed.”

Russell Harrison, Chairman, Great Southern Development Commission Extract : Albany Advertiser (Page 3), 10 Feb 2005

Albany’s Waterfront Project : “The city was looking forward to LandCorp presenting a financially feasible and workable design of the (Albany) waterfront when it released details of the development’s business study in March. When the release is made we would expect what is proposed is also fully-funded. Funding for the second stage (of the Albany Ring Road) was also vital to ease traffic and safety concerns on the Chester Pass Road and Albany Highway roundabout.”

Andrew Hammond, CEO, City of Albany Extract : Albany Advertiser (Page 3), 10 Feb 2005

Following up – Andrew Hammond resigned from the City of Albany in 2008 to take up the same appointment at the City of Rockingham.

“The object of Rotary is to encourage and foster the ideal of service as a basis of worthy enterprise, and in particular :

1. The development of acquaintance as an opportunity for service
2. High ethical standards in business and professions; the recognition of the worthiness of all useful occupations; and the dignifying of each Rotarian’s occupation as an opportunity to serve society
3. The application of the ideal of service in each Rotarian’s personal, business and professional life
4. The advancement of international understanding, goodwill and peace through a world fellowship of business and professional persons united in the ideal of service (above self).”

Rotary International, Districts 9450, 9460, 9470, Western Australia Centennial Gala Conference : 11 Mar 2005

Following up – Chartered in 1947, the fourth oldest Rotary Club in Western Australia, the Rotary Club of Albany officially handed back its charter and closed for business as of 11 June 2007 (unfortunate, changing circumstance, personalities, and the passing of an era). Two time Past-President Neil Smithson of the RC of Albany was declined membership of the RC of Albany East and the RC of Albany Port, but was accepted into the RC of Western Endeavour (with some international assistance).

“I note that in your recent correspondence you have raised new issues relating to the barriers you have faced in progressing the Rainbow 2000 Project and the failure of the City of Albany to update the City’s Town Planning Schemes 1A and 3. However, you have not provided any specific information in your letter to support your allegation that there has been corrupt misconduct by public officers in relation to these matters. Without such information the Commission cannot take any further action on your complaint. If you have more specific information, or evidence, which clearly supports your allegations the Commission would be willing to consider that information. However, even if you do provide such information, the Commission is required under legislation to take into consideration the following before deciding whether to take any further action :

- a. The seriousness of the matter;
- b. Whether the matter has been the subject of appropriate investigatory or other action; and
- c. Whether further investigation is in the public interest.”

David Robinson, Corruption & Crime Commission of Western Australia Letter : 18 Mar 2005

Following up – With the change of State Government in 2001 and the demise of the WA Anti-Corruption Commission in 2004, former District Court Chief Judge Kevin Hammond was appointed as the new Chairman of the Western Australian Corruption and Crime Commission serving from 2004 to 2007 : he retired before the Burke CCC investigations were concluded. The Parliamentary Inspector to the CCC until 2009 was Mr Malcolm McCusker QC (a major shareholder of West Australian Newspaper Holdings).

“Defence has recently undertaken a strategic review of the long-term force disposition (location) of all major Defence bases. The primary focus of the review has been to develop a strategy to consolidate and better align Defence basing to economise on maintenance and operating costs, enhance retention of Australian Defence Force personnel, and to better support ADF capability. The main features of this strategy are fewer, larger, sustainable, functionally aligned, multi-user bases, clustered with industry, in locations that provide employment and educational opportunities for families. You may care to note that the Government has not taken any decision to vary the current use of RAAF Base Pearce and HMAS Stirling, or to establish additional bases in Albany or its surrounding region.”

Senator the Hon. Robert Hill, Minister for Defence, Commonwealth of Australia Letter : 20 Apr 2005

Following up – Robert Hill was appointed Australia's Ambassador to the United Nations in 2006.

“The development of a sustainability assessment tool is a joint project of the Western Australian Planning Commission and the Sustainability Roundtable's Sustainable Building and Land Development Partnership Group. We believe that the discussion paper will be of great interest to all of those concerned about the impacts of growth and development.”

Jeremy Dawkins, Chairman, Western Australian Planning Commission Report : 07 June 2005

Tuckey pushes new port – but Port Authority sees no viable sites near Albany : “Heavy freight road transport access, space for future development, and pollution would put Albany Port on a path to certain conflict with the community. A new deep water port is needed in Albany. It is not a matter of how much it will cost, but where. Once a port facility gets serious, as is proposed here, it won't be able to live in its present position with a city like Albany.”

The Hon. Wilson Tuckey MHR, Member for O'Connor Extract : AGS Weekender (Page 1), 07 Jul 2005

Following up – Elected in 1980 & re-elected in 2007 for an 11th term, Wilson Tuckey MHR enjoys one of the longest parliamentary careers in Australian political history (the Rt. Hon. William Morris Hughes MHR, CH, KC, West Sydney 1901-1952, Prime Minister 1915-1923).

Planning, preparation, response and recovery : “Thank you for your offer of a briefing to the Albany Local Emergency Management Committee (LEMC) on the Rainbow 2000 Regional Strategy. In considering your project, I wish to decline your offer as it appears to be more of a planning issue, and outside of the scope of the purpose of the Albany LEMC.”

Steve Gray, Executive Officer, City of Albany LEMC Email : 19 Jul 2005

Following up – the author was a former Executive Officer of the Rural City of Mildura Local Emergency Management Advisory Committee.

“Long term planning is an essential component of good governance ...” and “Regional strategies such as Rainbow 2000 should receive the imprimatur of the Great Southern Development Commission and the Regional Minister (Hon. John Bowler MLA) before consideration by State Cabinet.”

The Hon. Geoff Gallop MLA, Premier of Western Australia Letter : 20 Jul 2005

Following up – Dr Geoff Gallop MLA, the Member for Victoria Park, resigned as Premier of Western Australia in 2006 to address his personal health issue (depression), and was succeeded by Alan Carpenter MLA, the Member for Willagee (a son of Albany), who lost the 2008 State election to Colin Barnett MLA, the Member for Cottesloe.

“While I appreciate your concerns over Port access, it should be noted that the Government through the (Great Southern) Development Commission, Department of Planning and Infrastructure and a Senior Minister, Alannah MacTiernan, have consulted extensively on the Waterfront Development and access issues. While some of your points on Albany developments are interesting, they do not concur with the majority view of the community, City's or indeed the State's vision for the future of Albany.”

John Bowler, WA Minister for Local Government, Regional Development & Great Southern Letter : 08 Sep 2005

Following up – John Bowler, was yet another Carpenter ministerial victim of the Burke CCC investigations (following John D'Orazio, Norm Marlborough & Tony McRae), and was forced to resign from State Cabinet and the Australian Labor Party in February 2007. John Bowler was elected the Independent member for Kalgoorlie in 2008, and now supports the Liberal-National-Independent minority alliance State government headed by Colin Barnett MLA (Liberal) and Brendon Grylls (Nationals). He was cleared by the CCC in 2009.

Albany Investors' Forum : “The Albany Waterfront Project is a done deal.”

Andrew Hammond, CEO, City of Albany ICCI Forum, Albany : 12 Oct 2005

Following up – Andrew Hammond resigned from the City of Albany in 2008 to take up the same appointment at the City of Rockingham.

“You are to be commended for the energy and enthusiasm you are directing towards the development of a regional strategy for the amalgamated Albany City Council and the lower Great Southern Region of Western Australia. It is important that regional economic development is initiated and driven by regional businesses and their communities and I wish you well in developing your proposal. As the issues you raised are principally matters for local and state governments to address, I would encourage you to continue to promote your views with them.”

Dr Peter Shergold, Dept of the Prime Minister and Cabinet, Australian Government Letter : 10 Nov 2005

Mandurah fearful of dormitory suburb tag : “Claims by Mandurah City Council (*and Stirling City Council*) that an eight-storey cap on coastal development robbed it of planning power were extremely silly. The State Government went to the last election with a pledge to limit the height of coastal buildings to five-storeys, or eight if there was overwhelming community support. The (*State Coastal Planning*) policy was not going to turn Mandurah into a one-storey dormitory suburb.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : West Australian (Page 72), 10 Dec 2005

Following up – Courtesy of Patric de Villiers of Urbanizma (the SAT & Heritage Council WA), who authored the Central Albany 2/3 storey height policy, the Albany CBD has become the dormitory suburb syndrome / blighted where no development has occurred for several years.

Lamenting WA's reluctance to do things on a grand scale : “We have a Cinderella State mentality which has meant that grand is something that we don't do in Perth.”

Janet Holmes-a-Court, Businesswoman CEDA Forum : 14 Dec 2005

“Government needed to become more transparent when it came to infrastructure decision making. I support the idea that the Productivity Commission perform periodic five-year reviews of infrastructure across Australia.”

John Langoulant, CEO, Chamber of Commerce & Industry WA CEDA Forum : 14 Dec 2005

“WA has been handicapped by a starving colony approach, thinking it could afford only the absolute necessities.”

Prof. Fred Affleck, ED, Planning & Transport Research Centre CEDA Forum : 14 Dec 2005

Airlines / Government agree to regional deal : “The need for a strategy to get airlines flying to regional WA became obvious after the collapse of Ansett and the world airline crisis following September 11, 2001. We had international experts come in, have a look at the aviation industry in Western Australia, and their very clear recommendations were that if we were to have stability in our airline industry, that we had to be prepared to regulate. We think that by taking this decision to re-regulate those routes that we are giving people in regional Western Australia the most stable airline services. Developing set routes and putting them out to tender was the best way to stop airlines cherry-picking the profitable destinations and ignoring vulnerable centres.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : West Australian (Page 38), 29 Dec 2005

“In view of the searches and inquiries already made by the agency (*DPI*) and since there is nothing on the information before me to establish that any further documents exist or should exist, or any suggestion as to additional searches which could be made, I do not require the agency to make further searches or inquiries. I consider that the agency has now taken all reasonable steps to find the requested documents (*the Comprehensive Technical & Financial Evaluation of Rainbow 2000 or an assessment of the need for Albany Port Relocation*), but that those documents cannot be found or do not exist.”

Darryl Wookey, Acting Information Commissioner, State Government of WA Letter : 23 Jan 2006

Following up – Darryl Wookey resigned from the Office of Information Commissioner in October 2007.

“The Rainbow 2000 Project is considered to be a ‘dead issue’. Concern has been raised as to whether approval has been sort from the Minister for Veterans’ Affairs for the use of the word ‘Anzac’. Thank you for the offer to distribute funds from the exhibition to help (*with*) future Anzac celebrations.”

Laurie Fraser MBE, Secretary Albany Sub-Branch, Returned & Services League Letter : 06 Feb 2006

Following up – After Digger Cleak stood down in August 2007, Laurie Fraser MBE was appointed President of the Albany RSL.

“The Prime Minister conveys his best wishes for all those involved in the (*Albany Anzac*) exhibition. It is hoped that the hard work put into the promotion of Albany and the Great Southern region will produce significant long term benefits for the local area and Western Australia as a whole.”

Suzanne Kasprzak, Private Secretary, Office of Prime Minister, Commonwealth of Australia Letter : 07 Feb 2006

“I appreciate your offer to present the (*Rainbow 2000*) Strategy to me and the invitation to attend the Albany exhibition in April. However, I regret that I am unable to accept your offer to present the Strategy or attend your exhibition. I invite you to continue to liaise with local and State agencies involved in planning and regional development in the region.”

The Hon. Alan Carpenter MLA, Premier of Western Australia Letter : 17 Mar 2006

Following up – Alan Carpenter's Government is embroiled in the Burke CCC investigations with Ministers John D'Orazio (Police & Emergency Services), Norm Marlborough (Small Business, Peel & South-West), Tony McRae (Environment) and John Bowler (Great Southern, Local Government & Regional Development) forced to resign from State Cabinet as of February 2007. The Carpenter government was defeated in September 2008.

Betrayal of trust by Ministers : “There is no doubt the Perth to Mandurah rail line is WA's most ambitious engineering project since C.Y. O'Connor's bold and visionary Goldfields water pipeline. Despite the many doubts raised by well-informed observers, Planning and Infrastructure Minister Alannah MacTiernan was always adamant that the rail link would be completed on budget and time. In the private sector, a business leader who failed to deliver on cast-iron promises would be looking for another job. Why should a different standard be applied to the Minister?” (*or Elected Officials and Public Servants*)

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 18), 13 Apr 2006

Port finally wades into road row : “We are confident in stating that the large majority of port customers strongly support the (Albany) ring road concept, and it is only a minority which for the moment do not. This is not the first occasion when the Port User’s name has been associated with a stance in which funding for a major project has been imperilled.”

Alan Birchmore, Chairman, Albany Port Authority Extract : Albany Advertiser (Page 7), 15 Jun 2006

A consultant to the Capital City Perth Strategy : “Perth could never be a world-class city given the current planning system. The Byzantine institutional structure of conflicting political prerogatives and bureaucratic turf warfare is in my view incapable of delivering a world-class city. There is a need for greater interaction between bodies developing plans for the CBD and foreshore areas.”

Patric de Villiers, Past Chairman, Heritage Council WA Extract : West Australian (Page 60), 23 Aug 2006

Following up – The sagas associated with Earl Street, Aberdeen Street and York Street, Albany; and Barry Court, Emu Point; are worthy of professional review. There aren’t too many cities in the world that you could nominate for down-zoning the residential density of the Central Business District (roughly R160 to R80-100 – dwelling units per hectare). Notwithstanding the value of land (process of Land Economy & Central Place Theory), given ‘SMART’ status, this should probably lead to regeneration of the CBD, but that outcome is complicated by the Patric de Villiers / Urbanizma Central Albany Urban Design Policy 2005 with a 2/3 storey building height limit, which so far has failed to produce any redevelopment in the Albany CBD.

Where are we going? The Port of Albany : “The question we should be asking is who owns the harbour. The future of Albany and our export potential is to construct an outer port. Yet we still have the State Government ignoring our potential and talking about another port at Fremantle at a cost of billions. We have an iron ore company encouraging our State Government to support a multi-million dollar power supply so they can pipe magnetite for export from Albany. Irrespective of how much dredging is done, Albany port will be too restrictive for large bulk carriers. If an outer port was constructed the transport costs would be less and more importantly we would have a perfect vehicle for live stock transport. We would have a vibrant inner port conducive for servicing the exploration for oil and tourist ships and we could get on with the foreshore development.”

John Robertson, Master Mariner, Albany Extract : Albany Advertiser (Page 6), 19 Sep 2006

“This, the third Annual Report of the Corruption and Crime Commission, highlights the Commission’s activities and achievements in the performance of its functions during the 2005-2006 financial year. This report marks the completion of the Commission’s first 30 months of operation, during which it has established itself as an effective instrument for reducing the incidence of misconduct within the Western Australian public sector.”

Kevin Hammond, Chairman, Corruption & Crime Commission of Western Australia Annual Report : 27 Sep 2006

“While the Minister has noted your comments, she does not share your view that the current planning system in WA requires a new approach to development assessment. Properly formulated local planning strategies supported by zoning schemes based on the Model Scheme Text are capable of achieving sound planning outcomes.”

Rob Giles, Chief of Staff, Office of the WA Minister for Planning & Infrastructure Letter : 04 Oct 2006

At the State Infrastructure Conference : “I think the main deficiency in our present system is its weakness in the regions, and it’s in the regions where the big resource development projects are happening. It’s our regions where equity and access is most important. Each region needs to have a lead agency, to which the regional (government) branches and other agencies can relate and operate through ... there has to be seen to be a whole of government input.”

Jeremy Dawkins, Chairman, WA Planning Commission Extract : WA Business News (Page 3), 26 Oct 2006

“The Albany Waterfront Development and the Albany Entertainment Centre constitute an unacceptable future threat to the continuity of port access.”

Ian Peacock, Past Chairman APULG Statement : Albany Waterfront Action Group PCYC, 28 Oct 2006

Following up – Alannah MacTiernan (as the Minister responsible for both the Albany Port Authority and the Albany Waterfront Project including the Albany Entertainment Centre) withdrew support for the Albany Port User Liaison Group citing the need for a more ‘diversified’ community interest group in 2005/06.

Big parties will take over, say councils : “The new system would encourage council candidates to form tickets and run dummy candidates to manipulate the outcomes of elections – and no one was better placed to do this than political parties and unions. We believe that this is a costly and complicated system that, if it doesn’t lead to explicit party politics, will certainly lead to alliances, groupings of councillors and dummy candidates to get the numbers right. We believe it is (intended) to control and politicise local government and to bring councils to heel.”

Bill Mitchell, President, WA Local Government Association Extract : West Australian (Page 48), 09 Nov 2006

Proportionate Preferential Voting : “There was no evidence to link party politics to proportional preferential voting. The Government wanted to change the rules simply because preferential voting was a better and fairer system. You have a bunch of people who have allowed 60 to 70 percent of councils to get to the verge of going broke, and these are the same people who are arguing for the status quo.”

Hon. Jon Ford MLC, WA Minister for Local Government Extract : West Australian (Page 48), 09 Nov 2006

The 10th Anniversary Rainbow 2000 Project Evaluation : “What we are currently witnessing is the systemic failure of governance expressed through elected representation, public administration and legislation across all four levels – local, regional, state and federal, premised mainly on the division of equity / inequality in Australian society (Core KRAs).”

Neil Smithson, Managing Director, Smithson Planning Statement : 12 Nov 2006

Port in conflict : “The locality of the Albany Entertainment Centre would interfere with the port (access). I believe there will be a conflict of interest. The time for waterfront development was when the port was being relocated.”

The Hon. Wilson Tuckey MHR, Member for O'Connor Extract : Albany Advertiser (Page 5), 21 Nov 2006

Following up – Elected in 1980 & re-elected in 2007 for an 11th term, Wilson Tuckey MHR enjoys one of the longest parliamentary careers in Australian political history (the Rt. Hon. William Morris Hughes MHR, CH, KC, West Sydney 1901-1952, Prime Minister 1915-1923).

Project to compromise the port : “The life-line for the region and then de facto the City is the port. Why compromise its access and viability with firstly the building works (for the Albany Entertainment Centre) and secondly more activity during its now year-round activity from grains, timber, mineral sands and hopefully iron-ore.”

Michael Pemberton, Past President Albany CCI Extract : Albany Advertiser (Page 6), 21 Nov 2006

“Thank you for your letter dated 13 November enclosing a copy of your correspondence to the Prime Minister (10th Anniversary Evaluation) about your regional planning strategy for Albany and the Great Southern. The views expressed in your correspondence have been noted, and I appreciate you taking the time to make a copy available to the Premier.”

Rita Saffioti, Chief of Staff, Office of the Premier of Western Australia Letter : 23 Nov 2006

Following up – Rita Saffioti MLA was elected to the seat of West Swan at the 2008 State Election.

“The secret is now well and truly out about our attractive lifestyle and the opportunities offered by the region. This is reflected in the high employment growth enjoyed by the city, now the highest in Australia at 11.6%. To those of us that live and work here, this presents new opportunities for ourselves and our children. The flip side is this growth is an increase in development pressure, as infrastructure and community resources respond to meet these new demands.”

Lawrence Cuthbert, Chairman, Frederickstown Progress Association, Albany Newsletter : 30 Nov 2006

On Monday 4th December 2006 at 7.00pm, there was a Special Electors Meeting at the City of Albany Chambers convened by the Albany Waterfront Action Group to ‘derail’ the Albany Waterfront Project (AWP). Motions put and carried by the 200 strong gallery included no-confidence in the City Council; rescind current AWP structure plan and development plan; revoke MOU with State Govt; start community consultation process afresh; remove Albany Entertainment Centre (AEC) from AWP; don’t use Emu Point land to pay for AEC; request detailed plans and photo-montage for AEC; relocate AEC to Centennial Oval or Mercer Road; request State to issue leasehold title and not freehold title for all development lands.

On Tuesday 5th December 2006 at a Special Council Meeting, Council endorsed the appointment of the AEC Architect : Cox Howlett and Bailey Woodland (Perth) in association with Roberts Gardiner (Albany).

City moves forward. Headline : Albany Advertiser (Page 1), 07 Dec 2006

Despite an 11% decline in trade last financial year : “Albany was well on track to become the largest woodchip port in the country, and one of the top two or three woodchip ports in the world. It is particularly pleasing to see representatives from other regions in Australia which are about to enter the harvesting and export phase of the industry, coming to our port to see what is regarded as best practice. They (Woodchips) are increasingly reducing our seasonal dependence on grain and adding much needed tonnage and shipping movements for all port-related activity in the City.”

Brad Williamson, CEO, Albany Port Authority Extract : Albany Advertiser (Page 10), 07 Dec 2006

Woodchip trade still rising – >1mtpa : “2.66 million tonnes of product were handled across the wharves last financial year. That tonnage will steadily grow as the significant capital projects undertaken last year (\$130m CBH Upgrade) have readied the facility for greater throughput. As a trade facilitator for the Great Southern, the Albany Port Authority has efficiently met all the export and import requirements of operators in the region.”

“All these activities are undertaken with full recognition that a balance must be struck between increased activity at the 24 hour, 365 day working port and our social and environmental responsibilities. During the past year the port has again had to carefully think through the planning issues associated with a new trade. This time, iron ore for the Grange Resources Ltd Southdown (\$1.3 billion Magnetite) deposit.”

Alan Birchmore, Chairman, Albany Port Authority Extract : Albany Advertiser (Page 10), 07 Dec 2006

Following up – The Grange Resources Southdown Magnetite Project at Wellstead (with Albany seaport implications) is currently being assessed under the WA Environmental Protection Act, with two Public Environmental Reviews on exhibition during 2007. The project will double the annual export tonnage of the Port of Albany, and employ 1,000 plus construction workers (250 during operations).

Rainbow 2000 – effectively no press coverage in ten years : “The West Australian believes the decision by the DPP (Director of Public Prosecutions, Western Australia) to press charges over a letter written by a member of the public will, if successful, have an extremely damaging effect on the fundamental right to free speech.”

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 14), 13 Dec 2006

Following up – Chairman Peter Mansell fights off a spirited challenge from Seven Network Chairman Kerry Stokes for board membership in 2008, and ultimately control of WANH, but eventually concedes to allow two positions for the avid supporter of the Anzac tradition, before resigning with several other board members and the chief executive officer in December 2008.

Albany people treated with contempt again : “I must point out that I am not against development. However I am opposed to the locating of the entertainment centre on the foreshore. In my opinion no one in their right frame of mind would want it down there especially with the large number of road trains entering the port and trains with grain and woodchips and Albany having a large elderly population it would be a recipe for a major disaster. There are few people that I know of who are in favour of the entertainment centre on the foreshore. I think the council should look for a better site with adequate parking space. It seems to be a small amount of councillors and some politicians who want everything on the foreshore with no vision to the future development of the port.”

V.R. Addis, Albany Resident & Ratepayer Extract : *Albany Advertiser* (Page 6), 14 Dec 2006

Land grab plan throws property rights out the window : “Governments should resume land only as a last resort. We all understand that if the Government has to do something in the public interest, it has the right to resume land. But in just about every case I know of, the Government has entered into negotiations with the property owners and tried to reach an amicable compromise. In this case (*the proposed Northbridge Police Complex*), the Government doesn't seem to have had any real discussions. They've just straight from the beginning gone for the jugular, and said, 'We're going to resume it anyway'. That really throws property rights straight out the window. The speed and lack of negotiation is, to my knowledge, unprecedented.”

Joe Lenzo, Executive Director, Property Council of Australia, WA Extract : *West Australian* (Page 7), 14 Dec 2006

Nuclear fuels debate : “I am a federalist, and I mean that. There is an appropriate place for national leadership and an appropriate place for allowing state governments to get on with their business. My position (*on uranium mining*) is clear. When we go to the next national conference of the Labor Party, I will be arguing for change to the three-mines policy. I judge that important for the nation. What state governments do in the future in relation to their own land management systems and mining licences and permits is a matter for state governments.”

The Hon. Kevin Rudd MHR, Federal Opposition Leader Extract : *Sunday Times* (Page 16), 17 Dec 2006

Nuclear fuels debate : “We don't support the development of a nuclear industry in WA. We don't support WA becoming a nuclear-waste repository. I believe that if we pick up one end of the stick, uranium mining, we will pick up the other end of the stick – waste. The agreement we have today with Kevin Rudd is that this issue is a matter for state jurisdiction. If the South Australian Government and its population want to expand its uranium mining industry, then that is a matter for them.”

The Hon. Alan Carpenter MLA, Premier of Western Australia Extract : *Sunday Times* (Page 16), 17 Dec 2006

The State Government is poised to exert more control over the privately owned and operated \$220 million Perth Convention & Exhibition Centre : “The WA Government's \$1.4 million annual budget for business tourism marketing compared with \$10 million spent by Melbourne, \$6 million by Sydney, \$5 million by Queensland, and \$3 million by Adelaide.” While he welcomed any extra funding for overseas marketing, he did not believe that would address the (Perth) convention centre's underlying problems.

Paul D'Arcy, Chief Executive, Perth CEC, WA Extract : *West Australian* (Page 7), 21 Dec 2006

Green power – good riddance McGowan hands over the Environment portfolio to McRae under the Carpenter Cabinet reshuffle in the wake of Brian Burke and the Busselton CCC investigations : “Mr McGowan had, to his credit, finished off some of Dr Edwards' (*a former State Minister for Environment & Heritage*) initiatives, but there's a list as long as your arm, where he's let us down. There was the dropping of the wetlands policy, undoing years of work. There was the decision on Gorgon (\$15 Billion gas plant on Barrow Island) – there are so many risks associated with that.”

“His merger of the Department of Environment and the Department of Conservation and Land Management has not been a happy marriage. There's a lot of dissatisfaction and there have been some high level resignations. It was a perplexing decision in the beginning. Mr McGowan also dropped the Sustainability Initiative, which was a major theme of the Gallop Government. The initiative tried to develop ways of doing development in which the environmental and social impacts were given as much importance as the economic.”

“Geoff Gallop made a commitment to develop a sustainability policy (which he did) and to introduce sustainability legislation. We were informed by Minister McGowan that (the legislation) was no longer a priority and had been dropped. This was a major plank in Labor's environmental policy in 2001, and was repeated and amplified before the 2005 State election. Dr Gallop actually had the Sustainability Unit within his own department. He set up a sustainability roundtable to help implement the strategy. The roundtable has (*now*) been abolished. The legislation has been abandoned, and the unit has been down-sized and transferred to the (*new*) Department of Environment and Conservation.”

“We are hoping the appointment of Tony McRae will be a correction by the Premier. Mark McGowan was a very hardline, industry-orientated minister who wasn't really appropriate in the role. The public was starting to get quite upset with him. Tony McRae is much more sympathetic to the environment and much better informed about the issues. He is going to have the same problems as Judy Edwards had in dealing with a very pro-development Government, which doesn't want anything to get in the way of its pro-development agenda, so he is going to have to argue very hard. He is going to lose a lot of them, and he is going to have to go out and defend Cabinet decisions he hasn't supported himself.”

Dr Phil Jennings, President, Conservation Council WA Extract : *Sunday Times* (Page 29), 24 Dec 2006

Following up – Tony McRae was yet another Carpenter ministerial victim of the Burke CCC investigations (following John D’Orazio & Norm Marlborough), and was forced to resign from State Cabinet and the Australian Labor Party in February 2007. Mark McGowan was re-appointed Minister for the Environment temporarily, and succeeded by David Templeman.

Following comments by Louise Pratt MLC, Chairman of the Standing Committee for Environment and Public Affairs : “The Government has agreed that a cumulative impact study on existing industry in Cockburn Sound and plans for the James Point port was necessary, but would now seek technical advice on whether the marina development (*Mangles Bay, Point Peron*) needed to be included as part of that research. The Fremantle Port Authority had (*already*) started work on such a study, which had been required by the EPA as part of its advice on the Government’s plan to build an island port in the Sound. The study is expected to take up to 18 months, and is being overseen by the port authority but would involve several specialists and be scrutinised by the EPA as the State’s environmental watchdog.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : West Australian (Page 1), 29 Dec 2006

Following up – Louise Pratt resigned from State Parliament in October 2007 following pre-selection to the WA Labor Senate ticket #1.

Link Public Service contracts to results : “KPIs would offer protection for senior public servants being held accountable for many of their minister’s short-comings. They have very little protection because their contractual arrangements are not that clear. The indicators should be targeted, linked to bonus payments and negotiated to ensure relevance. It’s a practice that applies across industry, and it’s a practice that should be applied into the public service. When you talk to the Government, they say we have contractual arrangements and KPIs, so what are you talking about. But the KPIs are meaningless. They’re extremely general, they’re normally qualitative rather than quantitative, and they are generic rather than specific.”

John Langoulant, CEO, Chamber of Commerce & Industry WA Extract : West Australian (Page 13), 30 Dec 2006

Following up – John Langoulant resigns from the CCIWA in January 2008 to join Kerry Stokes at Australian Consolidated Equities as CEO.

“What advice would you give new Planners thinking of a field of specialisation? : Don’t specialise too much – the real power of planners, in my experience, is when we are able to stand back and see the wood for the trees. Too much about work and society today is fragmented. That’s one reason why environmental sustainability has taken so long to achieve political orthodoxy.”

Mike Scott, Member, Planning Institute of Australia Extract : Australian Planner Vol.43 #5 (Page 5), Dec 2006

At the Christ Church Grammar School Founder’s Service for Canon W.J. McClemons : “So much of what we talk about in school is to do with each of us being on a journey to be better than we are. Finding the right direction can be hard. How can I be better at what I do? How do I set my challenge? How do I establish the path from where I am to where I could be? From where does my inspiration come to be better than I am, and achieve my unseen potential.”

“Clearly, if we reflect on our Founder’s thoughts, it is through making God our Leader. Christ is in every way an inspiration. He set a new path, stood up against the authorities for what he believed, projected a philosophy that contradicted many of the laws and ideas from where he had come. In every sense, he was a revolutionary and he was willing to die for what he believed. He is inspirational and yet I appreciate that for many of us here, he is distant and somewhat removed from our daily lives. If not Christ, then from where do we draw our inspiration? From where does our confidence to transform come?”

“The inspiration to be exceptional is around us each and every day at Christ Church. Our challenge, no matter who or what we are, is to notice and to act upon it.”

Garth Wynne, Headmaster, Christ Church Grammar School, WA Extract : Chronicle 39 (Page 25), Dec 2006

2006 Review : “There weren’t many low points in the year just gone. Albany is one of those towns that is clearly benefiting from a shift of population and things of that nature. I know we’re getting a new town planning scheme and think it’s probably just in time. From a Federal perspective, it has been business as usual. Of course I have ongoing concerns about the use of the harbour. Grange Resources seem to be the only ones who don’t seem to be concerned with problems with the harbour.”

The Hon. Wilson Tuckey MHR, Member for O’Connor Extract : Albany Advertiser (Page 10), 02 Jan 2007

Following up – Elected in 1980 & re-elected in 2007 for an 11th term, Wilson Tuckey MHR enjoys one of the longest parliamentary careers in Australian political history (the Rt. Hon. William Morris Hughes MHR, CH, KC, West Sydney 1901-1952, Prime Minister 1915-1923).

2006 Review : “2006 was a special year for the pulpwood industry with the increase in chip exports to 900,000 tonnes contributing a significant income for the port. Albany was now one of the largest port towns exporting woodchips harvested from sustainable managed plantations. The community was now thinking seriously about renewable energy. I predict there will be more than one million tonnes of woodchips exported to Japan, creating more jobs in harvesting, transporting and handling.”

Julia Levinson, Chief Executive, Timber 2020 Extract : Albany Advertiser (Page 10), 02 Jan 2007

2006 Review : “A high point was the gross regional product breaking through the \$2 billion barrier. This translates to higher household wealth and record low unemployment. Well-known national demographer Bernard Salt (*KPMG*) claimed late in 2006 that Albany had amongst the highest labour force growth in Australia in percentage terms for 2005 and 2006. Another highlight is the State Government contributing the funds for the Albany entertainment centre. The Great Southern region continues to be the second largest producer of agriculture commodities and accounts for 12.9% of the State’s agricultural wealth. I predict the woodchip industry would get close to the two million tonne mark in 2007 on the way to a plateau of about 2.5 million tonnes (*per annum*).”

Bruce Manning, Chief Executive Officer, GSDC Extract : Albany Advertiser (Page 10), 02 Jan 2007

Finally, a plan that will lay to rest Perth's Dullsville tag : At last, the blight that has divided the city centre from Northbridge – the railway – can disappear underground and a vibrant, attractive, safe area surrounded by apartments and pedestrian-friendly streets created in its place. At last, Perth will be able to claim itself a city of international appeal which does not close down at the end of the business day, and is not captive to the night-time exploits of gangs and hoodlums."

"It is worth remembering, however, that this is a once-in-a-lifetime opportunity to change for the better the fabric of the city. Care must be taken to ensure that succeeding generations have no cause to complain about their legacy and rather, that they are thankful for the vision of their forebears. The redevelopment plan requires more than just the public support it richly deserves. It also needs a great deal of money from developers. That should not be hard to find because the new area could become the most exciting part of the city, tailor-made for visionary architecture and cutting-edge design."

"If there is disappointment it lies in the seven years that the project will take to complete. It will not be finished until 2014 (*the first of the Anzac years*), and inevitably such projects take far longer than predicted. It must be hoped that the impetus generated by this proposal can be extended to plans for the redevelopment of the city foreshore. That too has been notable for a complete lack of action, despite it also being the subject of debate for many years."

"Not making the most of such a wonderful asset is a serious failure by the city's planners. While both developments could be expected to be used and enjoyed by tourists, that should not be the only aim. All West Australians benefit from having a lively, energetic capital city. This new plan cannot be allowed to go the way of so many others, into a dusty vault somewhere. The State Government and the Perth City Council must ensure that this time, it all comes to something."

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 14), 04 Jan 2007

Property rights : "The plan we have before us presented by EPRA (*East Perth Redevelopment Authority*) is without doubt a developer-driven plan. It is designed to return maximum dollar benefit to the State Government and has very little benefit for the broader community. The appalling situation of EPRA acting as a de facto private developer on publicly owned land, making the rules about the land, selling the land and taking the profits needs to be highlighted. To add insult to injury, the WA community is being sold a plan that does not live up to its 'Northbridge link' moniker. The plan does not link Perth to Northbridge. There are only two connections, and they are roads aligned to Perth's most pedestrian-friendly streets. ... This is an unconscionable action, particularly when there has been no public debate about the merits of merging Perth with Northbridge or even what kind of development should go on the land. There must be more genuine public engagement and consultation on this issue. As a major public asset, half the land at least should be set aside for public open space."

Ken Adam, Chairman, Perth City Vision Extract : West Australian (Page 20), 10 Jan 2007

Commenting on the (Federal Education Minister's) history debate : "While I back the push to teach more Australian history, I would not want to see an Eastern States version taught in WA schools. Australian history is more than Blaxland, Wentworth and Lawson, the First Fleet and the Eureka Stockade. West Australian history is a very important part of our national story and should feature in all Australian schools. It is important that students are taught about the highs and lows of our past and the context in which events occurred."

The Hon. Mark McGowan MLA, WA Minister for Education Extract : West Australian (Page 52), 17 Jan 2007

Following up – Retaining his Rockingham seat in the 2008 State Election, Mark McGowan (former Chairman of the WA Anzac Committee) was appointed Shadow Spokesperson for State Development, Trade, Planning and Housing & Works under the State Opposition.

The Leach Highway Deviation : "The most disappointing aspect of the continuing battle over heavy haulage in suburban Riverton is that it was so utterly predictable. When then-premier Geoff Gallop stood beside his colleague campaigning for the (State) Seat of Riverton, just days before the last election (2005), and announced that trucks would be made to detour around the suburb, it has become apparent he was doing no more than engaging in a base political manoeuvre."

"Apart from disrupting the amenity of people living nearby, the constant line of trucks is a danger to other road users. The Riverton experience offers further evidence that a politician's promise is a feeble thing. No wonder the public is fed up with politicians, and no longer has much faith in any pledge made during an election campaign. People are tired of being duped, and ... treated with contempt by politicians eager for their vote but who appear to have no regard for returning that faith."

"A public company could not get away with being so cavalier. Shareholders and regulators would, quite rightly, call it to account. Yet politicians continue to get away with behaviour that is so blatantly self-serving it beggars belief. At the time, the Government was in trouble with Riverton residents for deciding against the long-planned Fremantle Eastern By-pass, which would have removed heavy haulage from the areas of complaint. The promise to re-route the trucks was its ill-planned, policy-on-the-run alternative, delivered in the final days of the election campaign with the clear aim of ensuring Mr McRae was re-elected." (*Note : Albany Ring Road – Stage 1 – Northern By-pass, under construction*).

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 16), 19 Jan 2007

UNESCO World Heritage Nomination : "The Australian Government, in partnership with state and territory governments, is preparing a nomination for World Heritage listing of 11 of Australia's convict sites. The 11 convict sites were an exceptional example of the global story of forced migration. The convict sites tell the unique story of the exile of convicts from one side of the world to another and their critical role in developing the economy and cultural life of a new nation."

“While there are many dark stories from the convict settlements, they’ve also left a positive legacy such as new experiments in penal reform and rehabilitation and opportunities for convicts to build a new life. The Australian Government’s nomination of these 11 sites shows the importance Australians put on their convict past and its physical legacy. They are worthy of a place on the world’s premier heritage list.”

“The 11 sites expected to be collectively nominated for the World Heritage List are :

- ❖ **New South Wales** : Old Government House and part of the Domain (Parramatta), Hyde Park Barracks (Sydney), Cockatoo Island Convict Site (Sydney) and Old Great North Road Precinct (near Wiseman’s Ferry).
- ❖ **Norfolk Island** : Kingston and Arthur’s Vale Historic Area.
- ❖ **Tasmania** : Port Arthur Historic Site, Cascades Female Factory Historic Site (Hobart), Darlington Probation Station (Maria Island), Coal Mines Historic Site (via Premadegna) and Brickendon and Woolmers Estates (near Longford).
- ❖ **Western Australia** : Fremantle Prison.” *(no mention of Residency Museum, Eclipse Museum or Old Gaol, Albany).*

“The nomination will be submitted to the United Nations Educational Scientific and Cultural Organisation (UNESCO) in mid 2007 and processed as part of the 2008 UNESCO cycle. The sites were selected after extensive consultations with heritage experts in Australia and overseas.”

Senator the Hon. Ian Campbell (WA), Federal Minister for Environment & Heritage Media Statement : 21 Jan 2007

Following up – With a Federal election looming in 2007, the Hon. John Howard MHR, Prime Minister of Australia, reshuffles Federal Cabinet on the 23 January 2007, and Senator the Hon. Ian Campbell is moved to the Human Services Portfolio, with the Hon. Malcolm Turnbull MHR promoted to Minister for Environment & Water (the Heritage nomenclature is dropped along with Multi-Culturalism). Senator Campbell resigned from Federal Cabinet in March 2007 declaring an earlier meeting with disgraced WA lobbyist Brian Burke, handing the Human Services portfolio to his state colleague Senator Chris Ellison.

Following up – Senator Ruth Webber (Labor Western Australia) in March 2007 presented a Question on Notice (3043) in the Senate to the Hon Eric Abetz, the Minister for Fisheries, Forestry & Conservation, representing the Hon Malcolm Turnbull, Minister for Environment & Water Resources, posing five poignant issues as to why Albany was excluded from the UNESCO nomination – it was eventually answered by Senator Penny Wong in 2008. All five City of Albany mayoral candidates in 2007 (including the incumbent Mayor and Deputy Mayor) have committed to champion Albany’s inclusion if elected.

Comment – The author regards Senators Ian Campbell and Ruth Webber as national patriots who have each paid the political price.

UNESCO World Heritage Nomination : “The World Heritage nomination was particularly relevant for Australia’s first colony, NSW, where the nation’s convict system began. The convict system left an indelible mark on Sydney and is an integral part of our nation’s story that deserves international recognition. Hyde Park Barracks on Macquarie Street was designed and built by convicts and used to accommodate prisoners undergoing reform through work on public projects. Convict labour also created a magnificent example of colonial engineering in the Great North Road, and grew the crops in Parramatta Domain which helped save the settlement from starvation.”

The Hon. Frank Sartor MLA, NSW Minister for Planning Media Statement : 21 Jan 2007

UNESCO World Heritage Nomination : “The Kingston and Arthur’s Vale Historic Area was the most intact cultural landscape from the convict era surviving the world today. Convicts transported to Norfolk Island faced some of the harshest regimes of punishment, but for short periods it was also a place of enlightened experiments of penal reform. This is one of the few places in the world that evokes such a powerful sense of the lives of convicts.”

The Hon. David Buffet, Chief Minister, Norfolk Island Administration Media Statement : 21 Jan 2007

UNESCO World Heritage Nomination : “Tasmania’s convict heritage is an outstanding part of the rich heritage of the state. The Tasmanian sites show the diverse systems for managing convicts in Australia ... assigning convict labour to free settlers, a probation system where convicts moved through stages of punishment from ‘hard labour’ to more humane forms of work.”

The Hon. Paula Wriedt, Minister for Tourism, State Government of Tasmania Media Statement : 21 Jan 2007

UNESCO World Heritage Nomination : “The WA State Government has strongly supported the nomination of Fremantle Prison for inscription on the World Heritage List as part of a serial listing of Australian convict sites. Featuring the largest and most intact convict-built cell range in the nation, Fremantle Prison was the last convict establishment constructed in Australia. Fremantle Prison marks the place where the practice of forced migration through transportation ceased with the arrival of the convict ship Hougoumont in January 1868, and is an essential part of the Australian convict story.”

The Hon. Michelle Roberts MLA, WA Minister for Heritage Media Statement : 21 Jan 2007

Albany Council is a ‘disgrace’ : “I have been a ratepayer for 35 years, but a frustrated one for at least the last 20 and it is time to vent my frustrations. Generally, we have been governed by a dysfunctional, divided and incompetent body as a whole. We have had some wonderful leaders and committed councillors, but in general we have been poorly represented. Since Mayor Annette Knight, we have lacked proper leadership and in recent years issues such as the Foreshore Development, Link Road, Earl Street apartments and now the Albany Leisure and Aquatic Centre gym fiasco have been dealt with incompetently – and we should not exclude State Governments from their incompetence on major issues such as the Foreshore Development and the Link Road project.”

“Whatever has happened to good old common sense and democratic process? Proposals are put forward with all the facts, people have opinions, discussion, and all is ‘thrashed out’ with no hidden agendas and the governing body studies all before meeting to make a well-informed decision, with no need then for petitions, rescission and ‘about faces’ – a final decision – end of story. The ALAC gym issue typifies ineptness of the Council as none of the above processes has been orchestrated efficiently. As a ratepayer, I have seen sensible progress stalled and ‘bumbled through’. I am fed up and disgusted with the Council as a governing body. We have so much potential which is stifled and sacrificed to corporate empires and government agencies thrive to the detriment of local business people who gamble with their own dollars.”

“Finally, a suggestion to the next newly elected council. Take a camping trip to somewhere remote like the Rudall River National Park for a week where you have to plan, work together and make decisions as a team, talk and have some appreciation for and understanding of people who are different, have different opinions, philosophies value good debate and have some respect for each other. Currently, the Council lacks respect and something drastic needs to be done of Albany will continue to suffer.”

Clive Walker, Albany Resident & Ratepayer Extract : Albany Advertiser (Page 8), 25 Jan 2007

“Undoubtedly, affirmative action (a euphemism for preferred employment of women) is having a profound effect on the composition of the workforce. Moreover, it is having a powerful influence on our laws, language and customs, relationships and family life. In fact, despite *other* claims, feminism, more than any other social movement of our time, has transformed society. ... Sadly, however, the most profound effect of all is on children. From birth to teens, the majority of authority figures for a modern-day child are female.”

“With the advent of easy, no-fault divorce and social welfare incentives for single mothers, more than a million children in Australia will grow up without the love, authority and discipline of a father. And, of course, the provision of more and more day-care centres undermines the basic relationship between mother and child so necessary in raising secure, well-rounded citizens who become assets rather than liabilities to society.”

“For *another* to advocate ‘a whole group of women with the courage and determination to transform society into a more compassionate, thoughtful, peaceful society with the patience to solve problems without resorting to violence’ is both naïve and completely unrealistic. What we really need is a return to true respect between the sexes, each complementing not competing with the other. That is, men recapturing their lost manhood and women their lost femininity.”

Don Jackson, Ballajura Resident & Taxpayer Extract : West Australian (Page 19), 30 Jan 2007

On the 175th anniversary of WA’s first Legislative Council, former Liberal and Independent MP Phillip Pendal, who has served in both Houses of the State Parliament, looks at how the Upper House has evolved from a 19th Century autocracy to a 21st Century chamber of ‘second opinion’ : “The Royal Commission into Commercial Activities of Government and Other Matters and the subsequent Commission on Government were two notable advocates of a strong Legislative Council, with improved capacity for review and scrutiny, more effectively holding governments to account. Notable MLCs who have had a profound impact on WA politics include two premiers. The first was Sir Hal Colebatch, the only man to lead a government from the Upper House, and the second was former MLC Peter Dowding, anointed in 1988 to follow Brian Burke as premier.”

“The Chamber has nurtured some of the best minds in politics anywhere in Australia, ... Sir Keith Watson, the dogged Secessionist leader, and two attorneys-general of recent years, Ian Medcalf (Liberal) and Joe Berinson (Labor), were MLCs who played pivotal roles in the governments in which they served. Which begs the question : are MPs today better or worse than in past eras? Are they more honest or less; more grasping or more idealistic; more intelligent or less so?”

“Early research suggests that the flaws and deficiencies of our polities very much reflect the flaws and deficiencies to be found in society generally. For all the high-sounding talk about parliamentary proceedings, the rule of law and democracy, it is as well to remember where it all began in WA. Governor Stirling’s job was not to produce a procession of canonised saints but to fashion a parliamentary system where ‘preserving order’ and settling disputes without bloodshed were paramount. Against this background, West Australians have good reason to celebrate what has evolved since that day (7th) in February 1832.”

The Hon. Phillip Pendal, WA Parliamentary Fellow Extract : West Australian (Page 58), 03 Feb 2007

Following up – Phillip Pendal (South Perth) retired from State Parliament in 2005. Along with two other then independent members Bernie Masters (Vasse), Dr Liz Constable (Churchlands), and Colin Barnett (Leader of the Opposition), all four were provided with a copy of our ‘Question without notice’ to the Hon Alannah MacTiernan MLA – Minister for Planning & Infrastructure, at the 1st Regional Sitting of State Parliament (Legislative Assembly) held in Albany on 24 March 2004 : the question was NOT put to the Minister at that sitting, although it was subsequently supplied to the Minister’s office. There was no reply – save a “Thank you very much!!!”.

Don’t wait for oil drought – hope for best and prepare for worst : “Peak Oil is when the rate of global oil production changes from its increasing trend to the unavoidable downtrend as the world’s oil fields start their overall decline phase. We will not run out of oil, but there will be less available each year in future. Many of the world’s major oil regions are already in decline. The North Sea, Alaska, Kuwait’s Burgan and Mexico’s Cantarell supergiant fields are in clear decline. Australia’s Bass Strait reached peak production in 1985, and has been declining since. Australia’s oil production has been declining since 2000, and it is forecast to continue to decline quite quickly. New oil fields coming on-stream around the world are offsetting the declining old fields; but as the decline rates accelerate and new fields become smaller and scarcer, there will soon come the tipping point when overall global oil production will start to decline. It is not possible to forecast exactly when Peak Oil will occur. Much of the world’s oil data are state secrets and published oil reserve figures are as much spin as substance.”

“Many authoritative estimates suggest Peak Oil will arrive some time around 2010-2012. Of course, the concerned scientists may be proved wrong, and the business-as-usual economists may be right. But like climate change, we should hope for the best, but

plan for the worst. Planning and Infrastructure Minister Alannah MacTiernan wisely said in 2005 : ‘The cost of preparing too early (for Peak Oil) is nowhere near the cost of not being ready in time.’ But it is very hard for governments to take the lead on Peak Oil until the community is well informed about the probabilities, risks and opportunities.”

“We recommend a four-fold approach. Highest priority must be community awareness and engagement so people understand the problems and accept that serious precautions and countermeasures are needed. Second is frugality. We cannot afford to be as profligate with fuel and travel as we are now. Third is efficiency. There are lots of ways of doing things better or just as well with less fuel. Lowest priority should be alternative fuels. This is because it is not physically possible to grow enough biofuels nor to make enough coal into oil, for instance, soon enough and without enormous environmental damage.”

Bruce Robinson, Association for Study of Peak Oil & Gas Extract : West Australian (Page 19), 09 Feb 2007

Prime Minister John Howard and most of Federal Cabinet travel to Western Australia : “What we will see in Perth next week is the prostitution of democracy in this country where ministers sell their time to the community. That leads to the question of whether our democracy is for sale and it allows ordinary members of the community to legitimately ask why they can’t have such intimate access to ministers. Of course both major parties employ such tactics, but it is much easier to fundraise as a Government than it is from Opposition. The ironic paradox is that by bringing his Cabinet to Perth to win marginal seats, the Prime Minister will expose the tactic of how open his ministers are to the highest bidder.”

Dr Peter van Onselen, Lecturer in Politics, Edith Cowan University Extract : West Australian (Page 1), 13 Feb 2007

Following up – The Howard Coalition government was defeated in November 2007 by the Rudd Labor government.

“You’ve got nearly half the Cabinet – D’Orazio, Marlborough, McRae and Bowler – and you’ve got two of them in the last three weeks. Alan Carpenter was the Premier that allowed Burke and Grill back into the fold, so he is also tarnished. He’s the Premier presiding over this ministry, and it’s not good enough to say he’s taking action. Carpenter was the investigative journalist when WA Inc occurred, he was on the ABC’s 7.30 Report, so he knew who was who in the zoo in the ALP. He knew the internal politics, and he’s been in parliament for 10 years so he’s not naïve to what these people do.”

“I think it’s disgusting that WA has come to this, they’ve been through it before and now it’s WA Inc happening all over again. For the good governance of WA, it has to stop. The Labor Party owes it’s allegiance to union heavyweights so they are ‘not their own men’, as demonstrated by the CCC enquiries. I just wonder how long this government can govern with all of the revelations that are coming out. This is a government that’s falling into a big hole, and it’s getting bigger. The constant change of ministers means the government cannot be giving priority to local government and the Great Southern. This is the seventh local government minister they’ve had in this term of office (2001-2007), so local government is certainly not being given as high a priority as it should be. Mr Bowler’s defence that he was acting in the public interest is not viable.”

The Hon. Robyn McSweeney MLC, WA Shadow Local Government Extract : Albany Advertiser (Page 2), 01 Mar 2007

Following up – John Bowler was elected the Independent member for Kalgoorlie in 2008, and now supports the Liberal-National-Independent minority alliance State government headed by Colin Barnett MLA (Liberal) and Brendon Grylls (Nationals).

International city expert Charles Landry arrived (in Perth) as Thinker in Residence with the Creative Capital project run by cultural group, FORM : “The two issues which have resonated the most strongly with me were his observations on Perth as the ‘city that says no’ and last weekend’s analysis of the way we are swamped by suburbia. Interestingly, one of them is psychological and the other physical, showing that town planning alone cannot correct a city’s problems, which are often more deep-seated than bricks and mortar and open spaces. These are uncomfortable truths for many people in Perth.”

“We don’t like to admit that we are over-run by the Nanny State. Or that our isolation has allowed us to grow a culture that is stifling for many people. But because it’s our culture we regard it as the natural scheme of things, when really it’s just a transitory set of mores. I have thought for some time that Perth has recently developed a nasty sense of jealousy that spitefully works at stopping other people having things or doing things. This is what Mr Landry refers to as ‘the one-person complaint action team waiting to clamp down on anything untoward’. How familiar is that in Perth affairs? Why must Perth always say No? Mr Landry asked. The rules and regulation clutter of Perth has enveloped me and led me into a maze of laws and by-laws. It is like a rules spaghetti with over-lapping jurisdictions where each has something to say, turf wars abound, and there is no streamlining and clarity. No wonder I perceive a huge inertia, culture of fear and risk aversion in the bureaucracies. Is there no trust in the citizens of Perth? Metropolitan Perth seems to be the place where everything is forbidden unless it is allowed, rather than everything is allowed unless it is forbidden.”

“When I met Mr Landry for a chat this week, I asked him if he had encountered this culture of repression in any of the many other cities he has assisted over the years. It was clearly a question with which he was uncomfortable and which he realised would cause him problems if he answered honestly. But, in the end, the answer was that this attitude was something he had never seen to such an extent before. Mr Landry has been engaging with the city’s bureaucrats, trying to assess their ability and willingness to forge the changes needed. It has been a sobering experience and he says he has met overwhelming conservatism and a pedestrian lack of vision.” (Headline : *Critical eye is a fresh breeze in our city.*)

Paul Murray, Columnist, The West Australian Extract : West Australian (Page 19), 03 Mar 2007

The WA Planning Commission is formally briefed on the Albany Waterfront Project : “All significant aspects of the proposal were assessed. Many comments and communications from members of the Albany community and visitors were considered and taken into account. The WAPC will request advice from the Heritage Council and further submissions from LandCorp on the

appearance of the proposals viewed from the water and Stirling Terrace. It is desirable that the proposals contribute to the outstanding townscape of Albany and form well-designed new elements in the harbour landscape.”

“This may require modifications to the detailed configurations of the structures. The WAPC did not expect the structures on the waterfront to be small or insignificant. For the new waterfront to contribute to Albany’s attractions and facilities, it will need to reach a critical mass in scale and activity. The boat harbour, the entertainment centre, the hotel and other buildings should be designed as striking landmarks for the city. The WAPC recognises that this is consistent with the memorandum of understanding between the State government and the City of Albany. The MOU envisaged a lively waterfront with major facilities to make the most of the city’s settings and to restore the significance of the historic city centre.”

Jeremy Dawkins, Chairman, WA Planning Commission Extract : Albany Advertiser (Page 5), 08 Mar 2007

“The Carpenter Government has lost another senior bureaucrat after the resignation of (the WA) Department of Planning and Infrastructure director-general Greg Martin. The department last night confirmed that Mr Martin would not seek an extension of his annual \$312,779 contract when it ends in July. Mr Martin would not comment further. An email addressed to DPI colleagues and obtained by The West Australian says Planning Minister Alannah MacTiernan and the Department of Premier and Cabinet have been informed. Environmental Protection Authority chief Wally Cox is also quitting.”

Extract : West Australian (Page 4), 13 Mar 2007

Following up – Refer to the findings of the Corruption & Crime Commission WA report into the Busselton SC investigations.

In the lead-up to the Federal Election 2007 : “I refer to your letter of 16 February 2007 containing details of your Rainbow 2000 planning strategy (incorporating Albany Anzac 2014-18 and Albany Bicentennial 2026-27). I have discussed your proposal internally within the ACNT and we do not believe that this is a project to which we can accord any of our scarce resources or to which we can allocate any priority. We also note that you have made representations to a number of federal and state ministers and members, and it is our judgement that it would be prudent to see if these representations bear fruit.”

Colin Griffiths, Chief Executive Officer, Australian Council of National Trusts Letter : 13 Mar 2007

HOT TOWNS – Where job growth outpaces population growth, July 2005 – June 2006.

| Rank | Town | State | Job Growth % | Population Growth % | Difference % | Median house Price Δ% | Total Population June 2006 |
|------------------|-------------------|-------|--------------|---------------------|--------------|-----------------------|----------------------------|
| 1 | Albany | WA | 11.0 % | 2.4 % | 8.6 % | 29 % | 33,364 |
| 2 | Broken Hill | NSW | 6.8 % | -0.3 % | 7.1 % | 15 % | 20,223 |
| 3 | Whyalla | SA | 6.2 % | -0.4 % | 6.6 % | 34 % | 21,211 |
| 4 | Busselton | WA | 10.2 % | 4.0 % | 6.2 % | 21 % | 28,649 |
| 5 | Lithgow | NSW | 6.6 % | 0.6 % | 6.1 % | -7 % | 20,981 |
| 6 | Mandurah | WA | 10.9 % | 4.9 % | 6.0 % | 35 % | 65,273 |
| 7 | Armidale | NSW | 6.4 % | 0.7 % | 5.7 % | 9 % | 24,749 |
| 8 | Burnie, Devonport | Tas | 6.3 % | 0.8 % | 5.5 % | -11%, 5 % | 44,457 |
| 9 | Bunbury | WA | 10.6 % | 5.1 % | 5.5 % | 44 % | 32,499 |
| 10 | Orange | NSW | 6.0 % | 0.8 % | 5.2 % | 3 % | 37,982 |
| Australia | | | 2.1 % | 1.3 % | 0.8 % | na | na |

Source : Commonwealth Dept of Employment & Workplace Relations; Australian Bureau of Statistics; Australian Property Monitors (Australian Property Investor).

Australia’s Hot Property : “Be careful, they’re hot. Meet 10 of the hottest towns on the Australian continent right now. The theory is that residential property values escalate in towns where job growth outpaces population growth. The hot towns survey looks at 70 towns ranging in size from Grafton (population 17,000) to Sydney (4.2 million). The hottest town (city) in this year’s survey is Albany on Western Australia’s south coast where the job market expanded by an estimated 11% last year. In the same period the local population rose by close to double the Australian average at 2.4%. As a consequence the local unemployment rate in Albany dropped 1.3 percentage points to reach 4.9% last June. Albany property prices responded : median house prices jumped 29% in 12 months to reach \$445,000 by June 2006. The rise and rise of Albany is curious. After all it is hardly within a convenient driving time of Perth. It could be that Albany is evolving as a sea-change destination for the West’s miners. There is also the fact that the local economy is ticking along nicely, especially following recent developments in the timber industry.”

Bernard Salt, Demographer & Partner, KPMG Australia Extract : The Australian (Page 24), 15 Mar 2007

Why do I want to be Premier of Western Australia? : “To restore honesty and integrity to Government. I am just appalled at what Alan Carpenter and Labor have done to the standing of Government in this State. They have destroyed public confidence in our democratic processes. They have trashed our State’s reputation as a place to do business both nationally and internationally. The Carpenter Government’s actions would be right at home in a corrupt, third world nation – they have no place in a modern, robust economically successful democracy. Through a mixture of arrogance and poor judgement, Alan Carpenter created this mess. It’s time for him to apologise to the State for the damage he’s done. Four Ministers have now lost their jobs because of the work of the CCC (Corruption and Crime Commission of Western Australia) – but three of the four remain in Parliament. We have an Upper House MP who passed confidential documents to a disgraced lobbyist and who rorted the welfare system on 35 occasions – but remains safe because the Premier is too scared to act.”

“My vision for Perth and for Western Australia starts with a commitment to restoring the public’s faith in our way of government and rebuilding our State’s reputation as being a place where you can do business without resorting to bribes, cronyism and influence peddling. We need to be seriously investing in the physical infrastructure of our regions, particularly our roads and ports. It is this infrastructure that underpins our economic prosperity. We need to go back to being the low tax option for both businesses and families. Western Australia now ranks as the red tape capital of Australia. We need to cut regulation in this State and free up our approvals process.”

“We should not be afraid to demand that these new constructions be landmark buildings, with architecture that signifies a confident and forward-looking city and challenges and provokes discussion. Let’s make sure our best young planners have a say and, most importantly, let’s engage the people of Western Australia in this process (*the revitalisation of Perth*) – it’s their city, it’s their waterfront, and it will be their energy and enthusiasm which will drive this process forward. Most importantly, let’s not be sitting around here in 10 years time debating what we should do with our waterfront. The time to act is now. We need to drop this Government’s ideological ban on the mining and export of uranium. It is disgraceful that in a State built on the resources sector, we leave this valuable export commodity in the ground.”

The Hon. Paul Omodei MLA, WA Opposition Leader Speech : CEDA Forum, 19 Mar 2007

Following up – Paul Omodei, the Member for Warren-Blackwood, was the Minister for Local Government (1993-2001); the Minister for Water Resources (1993-1995); and the Minister for Forest Products (1999-2001) under the Court Coalition Government, and succeeded Colin Barnett MLA (Cottesloe) and Matt Birney MLA (Kalgoorlie) as Leader of the Opposition after the 2005 State Election. He in turn was successfully challenged by his Deputy Leader Troy Buswell MLA (Vasse) in January 2008, who was in turn replaced by Colin Barnett.

Perth’s foreshore of the future : “The West Australian can reveal one of the first pictures of Perth’s most anticipated urban redevelopment, the Mounts Bay Foreshore Project. The plans, which have been drawn up over the past 18 months by the office of urban innovations in Alannah MacTiernan’s Department of Planning and Infrastructure, include two hotel sites, jetties, boardwalks, and boat moorings. They also show intensive multi-storey development around the Perth Convention and Exhibition Centre, including apartments, public car-parking and a public open space dubbed ‘Anzac Square’ immediately west of the belltower. There is a so-called ‘sky-bridge’ that would link the convention centre to the public spaces on the waterfront, and provision for a new public ferry terminal.”

“After weeks of public debate on Perth’s future and calls for better integration of the city and its river, Ms MacTiernan said there was a public appetite for more waterfront development. The development would re-establish Perth’s historic links with the Swan River. The plans are still to win Cabinet approval and convincing Treasurer Eric Ripper to release the purse strings could be a major obstacle. I can not commit to time lines or costs, but it’s very much part of this current Budget round. The overall message is that we have got a great city and there are a huge number of projects that are actually happening to transform things. I think one of the real possibilities in the first stage is a riverfront hotel down the bottom of William Street.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : West Australian (Page 9), 24 Mar 2007

From his address to the Order of Australia Association in Sydney, and as a prelude to government report : “Aboriginal fertility rates are well above those for the non-indigenous community and we are heading for a new era when they (*Aboriginals*) will once again be more than half the population in the north (*of Western Australia*) – a very much younger and more fertile majority. Long before we can shift the dynamics of this to a more positive relationship, we can expect the number of young Aboriginals in our prison and social welfare systems to increase markedly – at great cost to our economy and image abroad. We should expect that our moral authority as a middle power-broker will be diminished as a result.”

“The poverty, poor health, lack of participation in the education systems, family violence, infant mortality and alienation of the young is said to be Third World in nature and magnitude. In fact, I find that it is worse than Third World. In any other state in the world, such figures would be seen to constitute a state of civil war – such is the alienation they represent. The challenge is to overcome ignorance and disengagement among non-indigenous Australians and build trust among Aboriginals. A big part of the country has been increasingly neglected and, for a significant number of people in the bush, governance was weak and intangible. Such is the evolving nature of our Federation under the extant philosophy of market forces that government is receding from the country to what I describe as pockets of indulgence and indifference in the south-east and south-west corners.”

Lieutenant-General John Sanderson AC, Former WA Governor Extract : West Australian (Page 5), 26 Mar 2007

Fix the supply lines : “The nation’s supply lines are not up to the task of meeting its growth opportunities. We are failing to make this boom pay. Australia’s infrastructure for basic services – such as power, water, roads, rail, telecommunications and land development – are not up to scratch. State governments have failed to deliver a truly national market for energy. Broadband is failing because of the monopoly power of the dominant telco incumbent. Rail investment has been wasted on ‘nation building’ conceits such as the Adelaide-to-Darwin link. Go-slow regulatory bodies have produced bottlenecks in our bulk commodity ports. Government monopolies and a lack of price signals have produced Soviet-style rationing that outlaw kids from playing under sprinklers as they water the suburban garden.”

“And, where business is allowed in, episodes such as the disastrously designed contract for Sydney’s Cross City Tunnel give private infrastructure a bad name. Fundamentally, this is due to a grand failure of government, most clearly in our dysfunctional federal-state arrangements. The Council of Australian Governments is paralysed by political game-playing and *Yes, Minister* bureaucracies. No one is clearly in charge and no one is taking responsibility. Accountable government needs to harness business innovation to fix our infrastructure crisis.”

Editorial : The Weekend Australian (Page 18), 31 Mar 2007

Leading planner and architect William Hames, who designed the Swan Bells Tower (Barrack Street, Perth) slammed the inaction over foreshore redevelopment : “If West Australians had been in charge in New South Wales, the Sydney Harbour Bridge and Opera House would never have been built. Where’s the great statesman? Where are the people that really can lead? Where are the great visionaries? We need a bipartisan committee to one visionary plan which (the public) can also support. We have an economy that can afford to do some serious major infrastructure works. This is the time we ought to be creating a legacy for our grandchildren.”

“Political bickering needs to be put aside. The fault lies with all of us, because no matter what anyone puts up, someone’s got to have a shot at it. It just annoys me. We’ve got a culture of critics, who criticise everything that’s ever proposed. Everyone wants to do something, but they keep sniping at one another all the time. If you took the attitude that you had to have a return on investment immediately, the Sydney Harbour Bridge would never have been built. If we create a foreshore that is fantastic, we will have tourists coming here for the next 100 years – that’s when we’ll get paid back.”

William Hames, Director, Hames Sharley Extract : Sunday Times (Page 35), 01 Apr 2007

CCC investigation is needed here : “I was gob-smacked to read that the suspected corruption within Albany Council is being investigated by the (WA) Department of Local Government. Why this? Why not the Corruption and Crime Commission? The days of public servants investigating themselves has passed. Not only that, but why have the CCC investigated other councils and not Albany? If this is due to the Local Government Act, then it should be disregarded prior to urgent amendment.”

“Whilst this discrepancy (if that is what it is) exists within the Act, no one will ever be satisfied that the Old Boy Network does not still exist, and is at work. The CCC has highly trained and independent investigators, with enormous powers to ensure any suspected act of corruption is investigated correctly, totally free of any possible long-term work-related relationship. There is no logical argument to any other course of action. I hope one of our elected state representatives takes note of this present situation, and considers whatever action may be necessary to correct this present problem.”

John Clements, Albany Resident & Ratepayer Extract : AGS Weekender (Page 8), 12 Apr 2007

Following up – By process of elimination, the CCC determined that it was not in the public interest to investigate the City of Albany.

Move to settle oil reserves scandal : “Royal Dutch Shell has offered non-US investors US\$352.6 million (A\$426.6 million) to settle claims related to its oil reserves accounting scandal of 2004. In a statement on its website, Shell said the offer to shareholders who bought stock from April 1999 to March 2004 was subject to approval by the Amsterdam Court of Appeals. In addition, Shell said it would ‘request’ that the US Securities & Exchange Commission give US shareholders the US\$120 million fine the company paid the SEC to resolve that agency’s investigation of the scandal. Shell shares suffered a one-day decline of more than 10 percent when the reserves problem was made public in January 2004, and several smaller declines followed later that year as Shell was forced to adjust its estimated reserves five times in all, cutting them by around a third. Shell paid US\$90 million to settle a lawsuit brought by employee shareholders in 2005.”

Extract : West Australian (Page 44), 12 Apr 2007

Call to protect foreshore’s heritage values : “The Heritage Council of WA has urged LandCorp to work with them to ensure the historic values of the Albany Waterfront development are protected throughout the project. Heritage Council chairman Gerry Gauntlett said it held meetings and had written to the City of Albany, LandCorp, the Department of Planning and Infrastructure and the WA Planning Commission urging the agencies to consider the importance of the area’s heritage places since they received the proposed structure plan in September last year. Many of the places that make up the Stirling Terrace Precinct have been registered in their own right since the early 1990s when the State Register of Heritage Places first began. That’s how important these places are to WA – they were amongst the first to be registered and in December 2006 the precinct as a whole was included on the register.”

Gerry Gauntlett, Chairman, Heritage Council of Western Australia Extract : Albany Extra (Page 1), 13 Apr 2007

Following up – Phillip Pandal passed away in May 2008, and Gerry Gauntlett passed away in October 2008.

Shareholders give BP a serve : “Lord Browne described the last two years of his tenure as ‘truly humbling’. During that period, BP has been criticised over its safety record after a string of accidents and oil spillages, and it has been investigated for alleged improper oil trading. More than 16 per cent of shareholders voted against BP’s pay policy. It includes a controversial decision to include Lord Browne in a three-year incentive scheme despite the fact he will retire just seven months into the period it covers.”

“Chairman Peter Sutherland defended Lord Browne’s inclusion in the 2007-09 incentive scheme, saying ‘his retirement was brought forward by mutual agreement. He should not be penalised for that decision. A further 6 per cent of shareholders withheld their votes, unhappy at the absence of a clear link between pay and both performance and criteria such as safety. Deborah Gillisham of the Cooperative Insurance Society called on BP to include safety in the criteria used for its long-term incentive schemes.”

“Mr Sutherland praised Lord Browne’s performance as chief executive and described as ‘ludicrous speculation’ the value of the chief executive’s golden handshake, which it has been estimated could reach £72 million in exceptional circumstances. Lord Browne said BP’s output had risen nearly threefold since 1995 and its revenues more than doubled. But he said the Texas City explosion ‘happened on my watch. It was the darkest and saddest day of my working life.’”

Lord Browne, CEO Outgoing, British Petroleum Extract : West Australian (Page 74), 14 Apr 2007

Toodyay shire must pay widow over fatal crash : “The Court of Appeal has upheld a ruling forcing a WA country shire to pay compensation to a woman whose husband died in a car crash on a road that had not been maintained properly – but has slashed the pay-out by half after finding negligent driving was a factor in the crash. The decision by WA’s highest court potentially paves the way for crash victims and their families to sue local government bodies if they have accidents on roads that have not been maintained properly.”

“Local Government and Regional Development director-general Cheryl Gwilliam conceded the decision exposed local governments to potentially big damages claims. If they (*Councils*) can’t demonstrate that they are actively maintaining their roads, they will open themselves up to exposure. I believe the long-running case has already increased awareness and led to all WA’s local government bodies ensuring they had active road management plans. WA Local Government Association president Bill Mitchell said he did not expect insurance premiums paid by shires to rise as a result of the judgment. The unique details of the case also meant it was unlikely to set a precedent.”

Cheryl Gwilliam, Director-General, WA Dept Local Govt & RD Extract : West Australian (Page 9), 16 Apr 2007



Bill Leak, Cartoonist Cartoon : The Australian (Page 12), 17 Apr 2007

Recruitment of Planning Officers – Changes to Team Structure : “To supply an appropriate level of service to the Albany community, the Town Planning Team at the City of Albany has been established with four (4) planners and one (1) Senior Planning Officer under the management control of the Manager of Planning & Ranger Services.”

“An additional Planning Officer (Strategic) reports to the Executive Director of Development Services and is responsible for the project consultancies and the preparation of strategic documents. Of the five (5) planners reporting to the Manager of Planning and Rangers Services, three (3) planners have recently tendered their resignations. Advertisements run in planning journals and through newspapers indicate that several Councils are seeking to recruit planning officers and the salary package offered by the City of Albany may no longer be competitive.”

“Advertisements run by the City to attract a planning officer failed to attract a single applicant; attempts to recruit from overseas also failed to attract a suitable applicant. This item directly relates to the following elements from the City of Albany 3D Corporate Plan – **Community Vision : a Thriving City** – Albany’s community will enjoy economic growth and outstanding opportunities for our youth through excellent community infrastructure and services; and innovative development complementing Albany’s unique character, natural environment and heritage.”

Robert Fenn, Executive Director Development Services, City of Albany Minutes (Item 18.1) : 17 Apr 2007

Following up – Council resolved in April 2000 to prepare a new consolidated district planning scheme. After a veritable plethora of interim Local Planning Strategies (now an endorsed Draft LPS 2007), there are still no signs of a District Local Planning Scheme in January 2010.

Rio Tinto’s Mesa A Iron Ore Project at Pannawonica in doubt after EPA Assessment : “In Adelaide for the APPEA oil and gas conference, Mr Hammond accused the resources industry of demonstrating a ‘leadership vacuum’ when it came to issue of

sustainability and biodiversity. We absolutely want the A\$12 billion iron ore (*project*), but we don't want it knowing that we are going to wipe a species off the face of the Earth."

"Mr Hammond also raised eyebrows at APPEA, declaring the EPA had met '100%' of its performance targets in the past six months, and that the resources industry was no longer concerned by perceived difficulties in negotiating the State's approval processes. Association of Mining and Exploration Companies policy director Ian Loftus said approvals may have been smoothed for bigger companies, but small miners were still 'well and truly bogged down in process.'"

Brendon Hammond, WA Office Development Approvals Coordination Extract : West Australian (Page 4), 18 Apr 2007

Keep drive just for the trucks : "Comment has been made on several previous occasions regarding the traffic hazards on Princess Royal Drive. Saturday, April 14 was a classic example of what the traffic is going to be like in the near future. We had a Hall's Haulage truck, long vehicles, woodchips using semi tippers and trucks carting fertiliser from the wharf to CSBP, and with work happening on the foreshore near the town jetty, the off-loading of (*pedestrian foot*) bridge parts."

"All of this traffic was mixed with sightseers and tourists causing a lovely hazard and a few near misses. Cars pulling out in front of trucks, then slowly going along at between 20-45 kmph (*sic*) so they could see what was happening on the foreshore. I am still waiting for councillors to go for a ride in a truck working the foreshore route for a day. I have said it once and I'll say it again, Princess Royal Drive was built to take the heavy vehicles away from York Street and Festing Street."

"We have had enough accidents and near misses on the York Street / Princess Royal Drive corner, what are we waiting for? A fatality? I pray to God that I'm not driving the truck when it happens. Let's use our common sense and keep Princess Royal Drive for heavy vehicles. The entertainment centre should not be built on the foreshore. There are a lot of more suitable options in town, Centennial Oval for one. I have no objections to a marina and speciality shopping area, park and gazebos with barbecue areas. There should be no sale of land / buildings to the private sector. All land / buildings should be lease only."

Doreen Johnston, Albany Resident & Ratepayer Extract : Albany Advertiser (Page 6), 26 Apr 2007

Why we are losing our sense of community : "A sense of mutual obligation is what makes communities work. That's why close-knit communities tend to have a strong moral code : we know each other, we rely on each other, especially in a crisis. So those two deep concerns about life in Australia now – loss of community, loss of morality – are actually one and the same. When we lose our sense of connectedness, moral clarity is the first casualty. Whatever brings us together is not just fun; not just therapeutic (though it is that, especially for those who have felt socially excluded). It builds communities and communities are where our values are shaped and sustained."

Hugh Mackay, The Moral Maze Extract : West Australian (Page 14), 28 Apr 2007

President's Message : "At Last !! After twenty plus years of indecision and delay, the Albany foreshore development is all systems go. When completed, the revitalised harbour front will create a tremendous focal point for the arts, social entertainment, tourism, business and an array of community activities. Sitting on a boardwalk, cappuccino in hand, overlooking boats in the new marina ... sounds good to me. The ACCI congratulates everyone involved in bringing the foreshore development to fruition."

"Progress is also being made with Skywest (*Airlines – a State sanctioned regional RPT monopoly*) in regard to serious concerns over current scheduling, performance and airfares (*and more recently aircraft worthiness*). By the time you receive this newsletter, the inaugural meeting of the Skywest Albany Regional Advisory Board, of which the ACCI is a member, will have met to further thrash out these and other issues - we will keep you posted."

"We are pleased to announce that the ACCI has contributed \$2000 to the Business Improvement Development working group (includes representatives from the City Council, ACCI, retailers and other business operators) that is vested with the initial responsibility of surveying all businesses within the Albany CBD to seek input into ways of revitalising the Central City area and thereby attracting more locals and tourists to shop, eat, drink, and enjoy themselves."

Ian Howard, President Albany Chamber of Commerce & Industry Extract : Newsletter (Page 1), May 2007



Albany Waterfront Project & Albany Entertainment Centre Artists Impression : LandCorp, May 2007

Antarctic veteran sees plenty of changes from MV Polar Pioneer : "I did notice there was an obvious recession of the glaciers on South Georgia. That's evident. Everyone should be concerned about the issue and understand the science behind it. As a geologist, climate change is not a big thing, over thousands of years the climate of the Earth has changed constantly to extremes. I think it is possible for the human species to think of ways to modify the climate, but as an individual, I don't think the human race can organise the ways action can be taken."

"I have no faith in humans' ability to make a correct and rational decision in relation to climate change. Multiple decisions needed to be explored, such as producing alternative means of power or reducing energy use. But the thing is at any time of the day or night, there are 250,000 people flying around in 747s – all that fuel is being burned. Mr Trendall also noticed the addition of tourists to the island and the absence 2000 whalers after the industry collapsed in 1966. He remembers with fondness how it was once a bragging right to have seen a fur seal – now there are six million."

Alec Trendall, Albany Resident & Ratepayer Extract : Albany Advertiser (Page 3), 03 May 2007

"Planning & Infrastructure Minister Alannah MacTiernan believes the controversial Albany Waterfront Development is what the majority of the city's residents want, despite being the target of an angry mob of protestors last week. In Albany to inspect construction of the \$2.5 million pedestrian bridge, Ms MacTiernan and Albany MLA Peter Watson were confronted and abused by about 40 protestors as they made their way to and from the function to celebrate the start of the development."

"Calls of 'shame' and other abuse rang out from the crowd as members of the Albany Waterfront Action Group voiced their disapproval of the decision to give the development the go-ahead last month. AWAG member Trish Cleave, who was a guest at the function, said the group would continue to fight for what they believed was right. I feel she (Minister MacTiernan) isn't listening to the people, I don't know if she is misinformed or not. It sounds if she sincerely believes what she is saying, but I do believe it needs to go to the people. Her consultation hasn't been as great as she believes it has. We will continue to protest, as long as it takes."

"We are sincere in our belief that this is not what the majority of people want in Albany. I know some people do, but we need to get the facts of the majority decision from the people. This did come many years ago to the people, so why not now? We don't believe a lot of the consultation that they talk about was very fair. AWAG spokesperson Dot Price said the decision by council to adopt the precinct plan for the development did not take into account guidelines designed to preserve views from Stirling Terrace. The group has obtained legal advice that council's decision was invalid according to the Stirling Terrace Design Guidelines and the Stirling Terrace Conservation Plan adopted in 2001."

Trish Cleave & Dot Price, Albany Waterfront Action Group Extract : AGS Weekender (Page 1), 03 May 2007

WA's long history of neglect : "The people of Esperance don't need a parliamentary inquiry to tell them they have been let down badly by government agencies charged with protecting public health and the environment. Neither do they need an exhaustive inquiry to learn that the Esperance Port Authority failed woefully to prevent highly toxic lead dust escaping its boundaries. But what Esperance and the whole of WA do need is a circuit-breaker. This state has an abysmal and tragic track record – just think of Wittenoom – when it comes to balancing the exploitation of its mineral (and other primary industry) wealth and ensuring that environmental health is not compromised."

“In the past, the Department of Environment has been accused of being too cosy with industry. It’s a charge that has also been levelled at the Department of Industry and Resources, which is responsible for mine safety. The perceived reluctance of agencies to prosecute is an issue that has resurfaced in successive reviews and reports going back to Wittenoom. The failure of agencies to enforce the law and protect public health was graphically demonstrated in 2001 in Bellevue (*Perth, WA*), scene of Australia’s worst chemical fire. Officials knew a waste plant there was a disaster waiting to happen, yet failed to act.”

“And what of the Health Department’s role – apart from dousing panic after things have gone awry? It can offer advice to the Environmental Protection Authority, but little more. The authority has the job of advising the Environment Minister, who has the final say whether a project or expansion can proceed. The Health Minister has no role, which is probably why we’ve hardly heard a peep from Jim McGinty on the Esperance situation. Somehow, Planning and Infrastructure Minister Alannah MacTiernan has ended up being the Government’s spokeswoman on the issue. As lead expert Prof. Brian Gulson said this week, if it hadn’t been for all the birds dying in Esperance, the contamination might have continued unnoticed for years, affecting many families there in a much more profound and tragic way.”

Brett McCarthy, Editor Extract : Sunday Times (Page 87), 06 May 2007

Futuris Corporation boss Les Wosniczka has a typically forceful view on what he considers to be the exciting prospects for companies involved in agriculture at a time of potentially momentous change in the global farming landscape. “People talk about peak oil, land is very similar. The available land is reducing because of degradation by developing countries. And whereas before land was used wholly and solely for food production, and forests were being cut down to make way for more land to offset degradation, what’s happening now is it’s got to be used for food, plus it’s got to be used for fossil fuel substitution, and then it’s also got to be used to sequester carbon. We’ve got to put the forests back. So you have got three competing uses for the land, and if you don’t do any one of them, you are going to blow up the planet.”

Les Wosniczka, Managing Director, Futuris Corp. Extract : West Australian (Finance LO Page 8), 07 May 2007

Martin argues for Aboriginals : “Accepting that there is no easy or short-term solution, perhaps all that can be said with any confidence is that whatever we have done in the past doesn’t appear to have worked very well. Tonight, Aboriginal people will comprise almost 42% of the prison population as compared to 3% of the general population of the State. Tonight, about one out of every 16 Aboriginal men in this State will spend the night in prison. And, even more alarmingly, given that 50% of the Aboriginal population is aged 20 years or under, the situation is even worse in the juvenile justice area.”

“Aboriginal youths comprise over 80% of the inmates of the State’s two juvenile custodial facilities. Chief Justice Martin said he believed the over-representation of Aboriginal people in the justice system was a symptom of more fundamental underlying problems of cultural dislocation and social disadvantage. Unless and until we can assist Aboriginal people in the improvement of standards of health, education, housing and levels of employment, there is a limit to what can be achieved within the justice system.”

Wayne Martin, Chief Justice, Western Australia Extract : West Australian (Page 10), 08 May 2007

Business ethics under question in big takeover adventures : “Alinta is now headed for an uncertain future with confirmation yesterday that it has had a takeover offer from Macquarie Bank, as an alternative to one from the consortium that includes Babcock & Brown (*and Singapore Power*). But the more worrying general issue is the evidence that emerged of blindness to ethical issues of potential conflicts of interests by highly placed business people.”

“Mr Costello (*the Federal Treasurer*) yesterday stopped short of rebuking the Qantas board, though he made it clear that it should now look to the interests of shareholders. However, he should now also look at a wider emerging problem of diminishing public confidence in business ethics, especially when board members of big companies seem to confuse their own interests with those of shareholders generally. He should tell them in no uncertain terms that their overriding obligation is to honour the trust of the shareholders.”

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 16), 08 May 2007

High praise from Australia’s Governor-General : “Major-General Michael Jeffery (*AC CVO MC*) praised the waterfront project as tremendous. Albany’s waterfront is being revitalised with a world-class development on Albany’s Princess Royal Harbour foreshore, which includes an entertainment centre and a proposed Anzac Peace Park at the western end of the foreshore. And I note the effectiveness of the Albany Windfarm, which supplies the equivalent of 17,000 average WA homes with wind-generated electricity. Such a project is unrivalled in Australia and should be lauded for its valuable contribution to the pressing environmental concerns of our planet.”

“The gross regional product of the Great Southern 2004/05 was \$2.2 billion and it remained the second largest producer of agricultural commodities in WA. Coupled with its inherent beauty and its respect for a rich and diverse past, Albany and its surrounds is an example of a region whose initiatives help earn Australia the reputation as a nation of excellence, a nation that cherishes its past but also looks to the future, a nation which looks to the wellbeing of all its citizens, young and old.”

Maj-Gen. Michael Jeffery, Governor-General of Australia Extract : Albany Advertiser (Page 3), 08 May 2007

Following up – Major-General Michael Jeffery AC CVO MC concluded his term as the 24th Governor-General of Australia in September 2008, and was succeeded by Her Excellency Ms. Quentin Bryce AC (formerly the Governor of Queensland).

Project’s original concept lost : “The original concept of the (*Albany*) waterfront development has been lost. It is no longer a project to enhance our foreshore with marina and parklands for the benefit and recreation of the residents of Albany. The

overriding aim appears to be the establishment of a commercially viable precinct. The constraints of the site produce enormous difficulties and planning regulations have had to be waived as have the needs of the Albany Port.”

“It has resulted in a high density development, up to 24 metres in height with car parking along a very different jetty. I have no doubt that our council officers and councillors have approved the development in the belief that it is the right way forward. I disagree with them, but what do the majority of residents feel. Surely a project as important as this which will for ever alter the face of Albany is a more significant issue than Sunday trading. Why has our council failed to offer a referendum on this (AWP & AEC projects), the most far reaching change our city has seen since first settlement.”

Jill Bostock, Albany Resident & Ratepayer Extract : Albany Advertiser (Page 8), 08 May 2007

Politics ‘eroding public service’ : “The State’s public sector watchdog has launched an extraordinary attack on the Carpenter Government, accusing it of disregarding the independence of the public service and feather-bedding ministerial offices with ALP (Australian Labor Party) members at taxpayers’ expense. In her second-last report before retiring this month after the Government refused to renew her contract, Public Sector Standards Commissioner Maxine Murray said the State had overseen a huge increase in ministerial staff members who gave the Government a massive boost at election time. She said Minister’s offices put ‘political spin’ on the advice of public servants to suit the purposes of the Government and that Alan Carpenter’s ability to hire and fire senior bureaucrats had eroded the independence of the public service.”

“In her review, Ms Murray said she had received feedback that public sector staff could no longer assume ministerial officers passed on their advice without it being ‘interfered’ with. Ms Murray’s review said the current situation whereby the Premier was the employer of public sector CEOs had undermined the ability of the sector to act with the required level of political impartiality and integrity. The problem in WA was that the employment power held by the Premier was seen to have been used to terminate, rather than to support CEOs and the public sector in general.”

Maxine Murray, Public Sector Standards Commissioner, WA Extract : West Australian (Page 8), 09 May 2007

Budget 2007 : “We don’t govern for selfish, myopic, self-centred interest groups, ... we govern for the public interest.”

The Hon. Eric Ripper MLA, WA Deputy Premier & Treasurer Extract : West Australian (Page 7), 12 May 2007

Following up – Eric Ripper was appointed Leader of the Opposition after the Carpenter Government was defeated in September 2008.

State ‘shooting the messenger’ : “The Premier’s response was unfortunate, but not surprising. (Our role) is to assist and add value, so it is unfortunate when the response is, as someone said ... to shoot the messenger. (That tactic) just seems to have accelerated in recent times, but it may be that it just so happens that there have been a few unpopular comments made or tabled lately. Ms Murray was only doing her job when she raised concerns about the electoral advantage being given to (the Australian) Labor (Party) by a blow-out in ministerial staff from 105 in December 2001 to 154 in July 2006.”

“All the so-called accountability officers and watchdogs are committed to improving the effectiveness, efficiency and integrity of public administration in WA. That’s our reason for being. Sadly, more often these days when we carry out those very duties that we are appointed to perform, the reaction is that we get criticised rather than the recommendation ... being responded to. I think the Commissioner (Ms Murray) ... said it very well when she said, unfortunately government and some advisers have at times treated watchdogs as part of the problem rather than seeing it as part of the solution.”

Darryl Wookey, Acting Commissioner, WA Freedom of Information Extract : West Australian (Page 10), 12 May 2007

Following up – Darryl Wookey resigned from the Office of Information Commissioner in October 2007.

Should Perth be ‘future proofed’? : “Searching for the ‘big ideas’ is the holy grail for politics, too. Yet, if the legions of policy advisers find the ‘big idea’ so difficult to identify, then what chance have we got? Ask yourself, what is a good, catalytic idea that drives a process, becomes a road map and leaves a legacy? A great idea needs to be simple, but complex in its potential. A good idea is instantly understandable, it resonates and communicates iconically – you grasp it instantly. It is a crisp encapsulation. It should feed off the realities of Perth and build aspiration.”

“A good idea needs to have layers and depth. It implies multiple possibilities that can be implemented in many ways. It can be interpreted and expressed creatively in many ways and involve many people – each of whom feels it is their idea and they have something to offer. A good idea connects people and projects. It is dynamic. With a good idea, creativity and practicality come together. A good idea solves economic problems as well as others. Ideally, great ideas speak to the identity of a place; they should support, build on and create identity so that it feels culturally relevant. In this way, ‘big ideas’ speak to deeper values and ambitions.”

Charles Landry, City Strategist, Comedia, United Kingdom Extract : West Australian (Page 58), 12 May 2007

EPA boss leaves with warning : “We need to ensure for the sake of future generations that there is a balance between economic development and impacts on the environment. We need to make sure we protect our biodiversity, we need to maintain our water quality and quantity, and we need to maintain our air quality. These are all challenges at a time when there is tremendous demand for expansion. Hard decisions are already being made in the South-West of the State. We are starting to see conflicts between developments and the community wanting the most appropriate land use. People want the best of both worlds – they want economic development and they want to maintain an attractive environment. That is the role of government, to ensure there is a balance. The EPA is sending out the signal that it expects development, especially in the resources sector, in a way that makes an environmental benefit rather than leaving a detriment.”

“The key operating principle the EPA has always adopted is we make our decisions based on the best information possible. Unfortunately, there are times when you do not have all the information available, such as Gorgon, and as a consequence one is making a conservative judgement. Though government sometimes overturned decisions made by the EPA, this was to be expected given it had the broader charter of considering social and economic considerations rather than solely environmental issues. I have been privileged to be (at the EPA) at a time when the WA economy has experienced a major resources boom. (But) that means the EPA has been under tremendous pressure to make timely decisions. That has got to a stage where it is quite critical because both the public sector and the private sector are finding it hard to find experienced staff.”

Wally Cox, Chairman, Environmental Protection Authority WA Extract : West Australian (Page 4), 14 May 2007

Following up – Refer to the findings of the Corruption & Crime Commission WA report into the Busselton SC investigations.

How to depoliticise the public service : “As a public servant since 1979, I have witnessed the State public service become increasingly politicised and made to do the bidding of the executive arm of government whichever political party is in power – rather than serve the collective interests of the people. Premiers from Sir Charles Court up to the early 1980s to the era of Brian Burke and WA Inc in the latter part of the 1980s, Richard Court, to a lesser extent Geoff Gallop and now Alan Carpenter all preferred to have the public service serving the interests of the party-political executive (which, it seems, mostly favours business interests), rather than the will of Parliament.”

“Professor Greg Craven is right when he says that the WA Inc royal commission made a mistake scrapping the old public service-board. It was this public-service board that ensured continuity of programs, policies and legislative development and, most importantly, kept the executive arm of government at arm’s length from the administrative arm and therefore partisan meddling. I am no fan of Public Sector Standards Commissioner Maxine Murray, whose accomplishments in her position would fit on a postage stamp.”

“However, this is possibly a function of the PSSC being out of the loop as far as the machinery of government goes. Who cares what the PSSC does or thinks? The real power lies with the department head who, through the operation of the Public Sector Management Act – a creation of the government of Richard Court, no less – does the bidding directly of the executive arm of government and its leader, the Premier of WA. What is the solution? ... revisit the Commission on Government from 1995/96, which contained many fine directions for action. One of them, the establishment of the Corruption and Crime Commission, has been a success as far as bringing accountability to individual players in their dealings with government, but is *(still)* silent on more systematic inadequacies of our Westminster system.”

Richard Titelius, Ballajura Resident & Taxpayer Extract : West Australian (Page 19), 15 May 2007

Local valuer believes the ‘boom’ is over : “The boom is over. Regarding the ‘suburban boom’ as noted on the front page of the *Albany Advertiser* on May 8, Residex is talking a load of rubbish. As I see it, the boom times ended approximately six to nine months ago and we are now seeing the highest number of listings on the market for many years, with generally low to moderate demand, particularly for vacant land. It is my opinion that the general market values have eased over the past six to nine months and not risen, although you will always be able to selectively point out exceptions.”

“Statistics such as those portrayed by Residex need to be looked at in context, particularly asking the question how large and what was the sample data from which the conclusions were drawn? The comment that Grange Resources is the driver for the residential growth is ridiculous, given that the mine has not even started its construction phase. Further to suggest that the growth is attributed to the Waterfront development and the Lignor project is equally fanciful given the low employment that these projects are currently creating. I think Graham Harvey of the Albany Chamber of Commerce hit the nail on the head suggesting that the sea change trend had a far greater influence. Don’t be fooled by these sensationalist articles, the market is not booming, but is rather subdued and it may be a good time to buy.”

Grant Solomon, Partner, Albany Valuation Services Extract : Albany Advertiser (Page 6), 15 May 2007

Nuclear is answer to greenhouse threat : “Australia has less than 10 years to change its entrenched opposition to nuclear power or it will have to adopt a fallback position of adapting to a warmer climate (*not of our own making*). And that would lead to some difficult (*future*) decisions to be taken in the country’s (*best*) economic interest. He argues that Australia is only responsible for 1.5% of the world’s greenhouse emissions, tacitly suggesting we can go on polluting with impunity. The US, Japan, China, Russia, India, and the European Union were responsible for 75%. Without them moving away from fossil fuels quickly, whatever Australia did was meaningless globally – and greenhouse emissions were a global, not a local problem.”

“However, the decision Labor took a month ago in lifting the no-new-mines policy was an enormous step. Arguably, history will judge that to be the most important thing Australia has done to contribute to the reduction of greenhouse gases globally. Down the line – and this is true at Federal and State levels – if you accept the gravity of climate change, if you insist that we move to low greenhouse gas emitting technologies, when it comes to base load electricity technologies, the only alternative is nuclear. If the world was to make moves to decrease greenhouse gas levels, over the next two decades, it had to move quickly towards replacing fossil fuels with nuclear energy. Making more Australian uranium available to a growing international nuclear energy industry played a big role in that (*global response strategy*).”

Ziggy Switkowski, Chairman Commonwealth UMPNER Extract : West Australian (Page 16), 22 May 2007

Budget surplus at the cost of sustainable communities : “The future viability of local communities seems to hold little interest for the State Government, if the State Budget is anything to go by. It also continues to ignore the reality that two-thirds of WA Councils face financial sustainability challenges and that \$1.7b is required just to bring existing local infrastructure up to

standard. It has almost been a year since the State Government was made aware of these urgent issues as part of the Systemic Sustainability Study commissioned by the Association. Local Government is showing real leadership by committing to act on reform and ensuring that information and knowledge is gathered to underpin the reform process.”

“The Association has asked the Minister for Local Government (*Hon. Ljiljanna Ravlich MLC*) to provide a representative from her office to join the Taskforce in order to ensure that a State Government perspective is included in this process. However, given the lack of vision and support we have experienced to date from the State, it is unlikely that we will see any support from the Minister’s Office in the short-term. The needs of communities and not the egos of politicians need to become the true object of government. But this seems almost impossible to contemplate in a time when the size of the surplus seems to be the *raison d’être* of government.”

Bill Mitchell, President, WA Local Government Association Advert : West Australian (Page 26), 22 May 2007

Fears for Anzac Day Parade : “At last week’s council meeting, I asked where the future Anzac Day parades will be held after the construction of the Peace Park. Answer : There’ll be a parade ground as part of the development. However, last Anzac Day filled the total area, with people overflowing to the road divide on Princess Royal Drive and a few on the town side. So in future, after construction costs of \$1.3 million and a yearly upkeep cost of \$50,000, the people will have to cram into about one fifth of the area or stand on gardens or in ponds to attend. Good planning? Good use of your rates?”

Don Dufty, Past-Frederickstown Ward Councillor, Albany CC Extract : AGS Weekender (Page 8), 24 May 2007

Aboriginal truths : “It was time to give practical reconciliation a chance to alleviate the appalling conditions under which many Aborigines and Torres Strait Islanders lived, wrote (*the*) senior fellow at the Centre for Independent Studies. Ninety-nine-year leases, following the Canberra precedent, have been introduced in the Northern Territory to enable Aborigines and Torres Strait Islanders to own their houses so as to make inroads into overcrowded and derelict public housing. Indigenous entrepreneurs will be able to use land as collateral to start businesses. Shared Responsibility and Regional Partnership Agreements are funding remote settlement reforms. Funds are flowing to health, education and policing.”

“While the Commonwealth government deserved an ‘A’ for effort, progress had been extremely slow. Critical policies that have to be reformed are the responsibility of the Northern Territory and State governments, and these governments have been extremely resistant to reform. Most of the jobs associated with the \$3.3 billion the Commonwealth spent on Aborigines and Torres Strait Islanders was held by non-indigenous bureaucrats, administrators, service providers and consultants. A small indigenous elite also benefits from the present policies and structures. The opposition created by these vested interests makes it very difficult for Commonwealth bureaucrats, even when they have the knowledge and ... will to move ahead on reforms.”

Emeritus Prof. Helen Hughes, Centre for Independent Studies Extract : Weekend Australian (Page 31), 26 May 2007

WA worst State for red tape : “It was clear WA’s approach to law-making had to be improved significantly if the State’s economy was not to suffer. The scorecard shows it’s now time to draw a line on all the rhetoric on bringing Australia’s red tape blow-out under control, and for governments to get serious about following up with real national action. Business continues to be shackled by a growing red tape burden around the country, at a State level, which is holding the economy back. Transparency in consultation must be improved, including prescribing consultation timeframes.”

“In addition, accountability mechanisms need to be put in place to include the establishment of a formal Cabinet-level gatekeeper and independent assessment of regulatory proposals. One of the most critical findings of the BCA report was the timeframes given to the community to make comment on so-called regulatory impact statements. It found in the case of WA, there was no prescribed consultation period, meaning business often had no idea how long they had to make submission on a change that may directly hit their financial bottom line. By contrast, there is a mandatory six-week consultation period in the ACT, while in NSW the community is given 28 days for comment on regulatory impact statements.”

Katie Lahey, CEO, Business Council of Australia Extract : West Australian (Page 4), 28 May 2007

How to put the fizz back into Fremantle : “More than 20 years after Fremantle changed from a sleepy port into a thriving entertainment centre, many are calling for a new era of similar pre-America’s Cup revitalisation, saying the city is in decline and missing out on the fruits of WA’s mining boom. A controversial speech by planning expert Peter Newman last week put local leaders on notice that Fremantle must ‘develop or die’ and unleashed furious debate in the port city on how best to tackle stagnant population growth and return the city to the vibrant commercial hub it once was.”

“Fremantle Chamber of Commerce chief John Longley is one of many in the business community calling for a change in mindset beyond the heritage battles of the past towards innovative developments to reinvigorate tired run-down areas and increase the number of permanent residents. No one wants to touch the west end, nobody wants to knock any wonderful buildings down anymore – that battle has been won. The battle now is can we build anything and can we build anything of scale. You look at Fremantle and it is busting for development – not in the west end, of course, in the east end. You only need to drive through the dross of low-rise, poor quality, crappy old buildings there since the 50s, 60s and 70s, and that’s where the development has to go.”

John Longley, President, Fremantle Chamber of Commerce Extract : West Australian (Page 10), 28 May 2007

“The Fremantle business identity and owner of The Esplanade Hotel is one of many developers who profess a growing sense of ‘fatigue’ when it comes to battling entrenched and powerful heritage interests in the port city. Having waged a nine-year battle to redevelop the Wool Store building, Ms New said Fremantle City Council’s tough planning processes meant many developers

looked to other burgeoning commercial centres such as Osborne Park and Belmont. It is stifling. I experience the difficulty of trying to develop in Fremantle and it's almost mindless. It's a mindset that allows no lateral thinking or vision."

Marylyn New, Proprietor, The Esplanade Hotel Extract : West Australian (Page 10), 28 May 2007

ING's Victoria Quay Proposal : "The developers will pump up to \$12 million into restoring four heritage buildings on the wharf, and the FPA's community consultation demonstrated strong support for the project. This is a project that will bring people, jobs and energy to Fremantle, helping it to re-establish itself as the most important strategic regional centre in the (Perth) metropolitan area ... I hope people approach this with an open mind."

Kerry Sanderson, CEO, Fremantle Port Authority Extract : West Australian (Page 10), 28 May 2007

Following up – Kerry Sanderson was appointed WA Agent-General to the United Kingdom, European Union and wider Europe in Oct 2008.

How to put the fizz back into Fremantle : "There should be development in the east end of the city to bring in an extra 10,000 residents to tackle a lack of population growth that has been hovering around 25,000 for the past 30 years. Fremantle's so called bridge to city centre entrance along Queen Victoria Street is one area where cleverly designed higher density buildings of up to six storeys could provide the right sort of housing."

Peter Newman, Director, Institute of Sustainability & Technology Extract : West Australian (Page 10), 28 May 2007

Patriot Act – The Anzac Myth : "The uncritical and self-serving embrace of the Anzac legend by both sides of politics has serious implications for Australia's future. We seem to have lost our critical faculties, politicians tripping over one another to praise the fallen heroes, media outlets whipping up patriotic fervour; the day has become holier than December 25. The new love of Anzac is not about Australians paying more attention to their history but about the making of historical myth, the foundation stone of a new sentimental nationalism. This is not what the Anzacs fought for. The Anzacs did not 'sacrifice' their lives for the Australian nation. The nation has created their deaths as sacrifice to serve its own ends."

Dr Mark McKenna, Australian National University Extract : Australian Literary Review (Page 1), 06 Jun 2007

"D.Lit (Honoris Causa) UWA – A love of language, a passion for rocks : Can you imagine the Parthenon getting planning approval today in one of those rural shires? The site is too prominent, to start with. The temple would have to be built below the top of the hill, to avoid 'sky-lining', painted in tasteful shades of pale ochre or olive, and screened with a dense protection of native vegetation. Planning approval would doubtless also require parking for 200 chariots, and the use of marble would probably be prohibited, at least from the open quarries on the hill slope visible from the city of Athens ..."

Professor George Seddon AM, FRAPI, FAILA, FAAH, FAATSE Obituary : West Australian (Page 57), 08 Jun 2007

We can reach emissions targets without nuclear power : "Opposition Leader Kevin Rudd has insisted Australia can reach ambitious emissions reductions targets without resorting to nuclear power ... the key was to establish an emissions trading market, not to adopt nuclear power. The science of this is pretty basic. All scientists around the world agree that we have got to reach a point whereby we actually bring total emissions down. That is the carbon target ... once the target is set, the emissions trading scheme and the market could establish the most cost-effective means of achieving it."

"Then you would see a huge investment in alternative clean energies like solar, wind, geothermal and the rest. You'd set the right price signals for clean coal technologies and carbon sequestration and also for gas. On the question of nuclear ... our position on that is for Australia, with this rich array of other alternative energy options available, we can achieve our overall carbon target without taking on the extra safety and environmental risks which the nuclear option for Australia would present. The Prime Minister's commitment to a policy of pledging and reviewing climate change targets sounded like pledging before the election then reviewing afterwards. Mr Howard has just got to get fair dinkum about climate change."

The Hon. Kevin Rudd MHR, Federal Opposition Leader Extract : West Australian (Page 4), 11 Jun 2007

Trial boom or bust for Albany Port : "A total of 85 bombs, ammunition rounds and artillery were discovered and removed during dredging of the port in 2001. It is believed that there are many more undisturbed shells given the tonnages of ordnance the Australian Army loaded at Albany in the shadow of World War II before dumping it in King George Sound. The amount of sludge and rubbish on the bottom of the harbour made removal of the ordnance difficult and expensive but it would have to be done. The Government (Federal) has admitted spending \$2 million fighting the case and that bill is expected to reach \$3 million before the trial ends. The (Albany Port) Authority's legal bill is expected to top \$1.5 million."

"It is a frustrating process dealing with the best-resourced litigant in Australia. The Defence Department had a legal budget of \$57 million last year while the authority's total revenue was about \$7 million. If the port lost the case it was likely to be left with both legal bills and the bombs. That would be devastating for a small port like us (Albany) but we feel our case is strong. We didn't put the bombs there. The Commonwealth has admitted they put them there, so you would think we would have a reasonable argument to get the Commonwealth to take them away."

Brad Williamson, CEO, Albany Port Authority Extract : West Australian (Page 16), 11 Jun 2007

4 out of 5 people found the following comment useful - A chilling must see film : A Crude Awakening (The Oil Crash). There's a very, very real probability that our grandchildren will never ride in an airplane. You'll notice I wrote "probability"-not possibility. Yes, that goes for cars, trucks, buses, and virtually anything else that runs on gasoline. This documentary should be required viewing for every American. I was never so profoundly disturbed by a film. Chilling and informative, you'll never look at the world in the same way again. Everyone on the planet will be involved – there's no avoiding it – and no one's talking about a

subject that will change the very fabric of our existence. Get ready for an eye opening experience like you've never had. And pay attention, because they're talking about you and me. Highest Recommendations.

holly9000, United States of America Review : <http://www.imdb.com/title/tt0776794/>, 14 Jun 2007

A structure for empowerment – black : “The principal structural problem faced by indigenous people concerns our power relationship with the rest of Australian society through its structures of government : judicial, legislative and executive. Australian democracy just does not work to enable the solution of our problems. Democratic participation in the existing ... institutions of governance in Australia is the only means available to indigenous Australians to achieve and exercise power. But do the existing mechanisms of democratic participation by such a small minority, who are unique in that they are indigenous to the country, and whose socio-economic circumstances are so egregiously out of step with the rest of the country, work to ensure my people enjoy the same expectations of life as their fellow citizens? No they do not.”

“Indigenous people are too small a minority to make government work for them. The breakdowns in communication between government and indigenous communities are not caused only by short-comings of government representatives and indigenous leaders; there is a fundamental power imbalance that distorts even the best intentions. There has never been a serious attempt to focus on the institutional interface between indigenous people and governments in Australia. To construct an interface that creates greater parity and mutual accountability (and true shared responsibility) would require governments to agree to limitations on their existing powers and prerogatives and to make accountability a two-way street rather than the existing one-way street. It would also require governments to be bound not just by policy commitment but by law.”

Noel Pearson, Director, Cape York Institute Policy & Leadership Extract : Weekend Australian (Page 28), 16 Jun 2007

Premier firm on Albany foreshore : “It has been a long time coming and there's been discussion on this sort of development for a very long time. I have seen enough of this sort of thing in public life, where developments are proposed some people oppose it and do everything they can to stop it, ultimately it goes ahead and people recognise it was a really good decision and enjoy it. The other thing is once you make a decision, you need to get on and implement the decision. The worst thing is when governments are indecisive and don't make a decision or go weak at the knees at the first sign of opposition.”

The Hon. Alan Carpenter MLA, Premier, State Government WA Extract : Albany Advertiser (Page 3), 19 Jun 2007

Following up – While Alan Carpenter lost government, Peter Watson MLA retained the seat of Albany by the smallest of margins so far.

Third-party planning rights win in Albany : “Community involvement in planning decisions has been given rare recognition after the City of Albany decided by just one vote on 20 March 2007 to include third-party planning appeal rights in its proposed draft Community Planning Scheme (CPS). That proposal contemplates not just the retention of the existing planning rights that exist in part of the City, but the expansion of those rights across the whole of the City's boundaries. The Shire's TPS-3 also differed from the Town's TPS-1 by giving any 'person aggrieved' by a decision of Council the right to appeal under the Town Planning and Development Act 1928.”

“When State planning laws were changed with the introduction of the *Planning and Development Act 2005*, the State Government of Western Australia refused to introduce third-party planning rights across the State, even though a similar right then existed in every other Australian State and Territory except the Northern Territory (which introduced it in September 2005). It should be noted that the new planning Act did not extinguish existing third-party rights of appeal. The amalgamation of the Shire and Town into the City of Albany on 1 July 1998 gave Albany a single local government authority, but to this day the City administers two schemes.”

“In January 2001, the City passed a motion to remove the *third-party right of appeal* in the old Shire TPS-3 area, and it took until September that year to reverse the decision. Indeed, the September 2001 decision was that such a right should be extended to all Albany residents, but the move was stopped by Planning Minister Alannah MacTiernan. How the Minister ultimately handles the issue in 2007 depends to a large extent on the response of Albany residents to the draft CPS. The draft will be advertised publicly in the coming months, and it will be up to residents – especially those in the current Town area – to strongly push for a voice in planning matters that is considered equal to that of developers. The proposed CPS must ultimately go to Minister MacTiernan, and Albany must ensure that when it happens, the Minister feels politically obliged to do the bidding of the ratepayers (and electors). ”

Cameron Poustie, Principal Solicitor, Environmental Defender's Office WA Extract : edonews (Page 1), Jun 2007

Options chosen for Fremantle Outer Harbour : “Two options for Fremantle Ports' new outer harbour container facilities at Kwinana have been approved to proceed for planning and environmental approval. Additional berths would be needed to handle the overflow container trade when Fremantle's Inner Harbour reached optimal capacity (2015). We are a trading state and without adequate port capacity our economy will not be sustainable. Both options are smaller than those previously proposed, with a final annual capacity of 1.4 million containers (compared with 2.1 million), with either option estimated to cost \$1.3b, including new road and rail links. This is a project of immense economic importance to Western Australia, ensuring that our trade needs continue to be met. It will also involve hundreds of jobs and increase local employment, both in the construction phases and when operational.”

“Kwinana was selected as the location for overflow container and general cargo berths following more than 50 technical and planning studies over two decades. The new facilities needed to be on the metropolitan coast because 90% of the State's container trade travelled within 50 kilometres of Fremantle. The selected options will now be subject to very detailed environmental, planning and economic studies in a full statutory and environmental approvals process to decide which will provide the best

outcomes. We anticipate the statutory approvals phase will take about two years after which one of the options will be chosen. Community consultation, which has been underway since 2003, will continue to be an important part of these approvals processes. It is likely that, as with the Inner Harbour in Fremantle, the new container port facility will be a mix of public and private investment. Fremantle Ports and the Department for Planning & Infrastructure are jointly managing the Fremantle Ports Outer Harbour Project.”

The Hon. Alannah MacTiernan MLA, WA Minister for Planning & Infrastructure Statement : 04 Jul 2007

Buckeridge threatens legal action over Cockburn port plan : “James Point consortium signed a contract with the previous Court (coalition) government to build a port and after seven years has received environmental approval for stage one, which would provide a facility to export live sheep and bulk goods. If the Government attempts to go ahead with option two (Fremantle Ports & WA DPI), then I have no doubt that James Point would simply get an injunction against any alternative development. Where do the government think we are? This is not Mother Russia. You can’t steal people’s property.”

Len Buckeridge, James Point Pty Ltd Extract : West Australian (Page 1), 05 Jul 2007

Following up – In January 2008, the State Government advertised for public comment its Kwinana Quay Project (Scoping Report).

Bastardy in MacTiernan’s port stratagem : “Mr Buckeridge’s consortium signed a contract with the previous coalition government and got environmental approval for stage one of its project after seven years. So that proposal is already afoot, but is apparently about to be directed into an ideological dead-end because the Government has its own plans, one of which, Mr Buckeridge says, would block access to his proposed port. He has good reason to be angry. It looks very much as if the Government is bent on using the authority entrusted to it by the people to ride over the top of a private developer – and one who has been widely regarded over the years as being an enemy of Labor at that.”

“Ms MacTiernan is on record as saying a new container and cargo port is too important to the WA economy to be delivered to private control. The irony will not be lost on West Australians of that remark coming from a member of a government under constant siege for its inability to run just about anything effectively, from a crumbling public health system to schools that can’t even be staffed properly. Ms MacTiernan has put the integrity of WA’s planning procedures under question and is jeopardising the State’s reputation as a place in which to do business and invest. She should focus on her obligation to serve the public interest rather than on threadbare ideology and archaic ideas of class warfare.”

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 16), 09 Jul 2007

Professionally speaking : “Improvements to the CBD must extend to the professional sector if Albany is going to continue to grow as a significant regional centre. Albany must be seen as more than an exciting shopping centre and tourist destination – we must be able to offer a far broader range of professional services, ie. accountants, lawyers, financial advisors, etc. that will not only encourage regional clients to come to Albany, rather than go to Perth, but also provide the confidence to City operators to consider relocation to Albany and be rewarded with good financial returns from a strong regional client base.”

Anne Simpson, Editor, Frederickstown Focus, Albany Newsletter : 13 Jul 2007

Gridlock warning on police complex : “Local Government Planners Association president Max Hipkins described as disgraceful the decision to move the central police complex to land put aside for a bridge across the rail line to link Fitzgerald and Milligan streets (Perth / Northbridge). Basically the State Government is showing that they are anti-planning by this move. They are not taking any notice of the long-term town plans that exist. If they’re not following the plans set out over a number of years, how can they expect big developers or the person in the street to have any respect for planning.”

Max Hipkins, Local Government Planners’ Association WA Extract : West Australian (Page 4), 14 Jul 2007

Peak oil talk not so slick : “Proponents of ‘peak oil’ – the theory that global crude oil production has hit its peak and is headed for a steep decline – are angry at a US oil industry group’s findings that the world has plenty of oil. Next week, the US National Petroleum Council – a board of high-level US oil industry executives – will release a study titled, ‘Facing the Hard Truths About Energy’, conducted at the behest of US Energy Secretary Sam Bodman. According to the report’s executive summary, the world is not running out of oil, but there are ‘accumulating risks’ to securing supply until 2030.”

“With crude oil futures prices in London at 11-month highs of more than \$US77 (\$A89) a barrel, the International Energy Agency, adviser to 26 industrialised countries, has predicted a supply crunch in 2012. The IAE said global demand would reach 95.8 million barrels a day, up from 86.1 million in 2007, assuming average global GDP growth of 4.5% a year. Outlining its findings to Mr Bodman, (Lee Raymond, CEO of ExxonMobil and Chairman of) the National Petroleum Council said the world is not running out of energy resources, but there are accumulating risks to continuing expansion of oil and natural-gas production from conventional sources relied upon historically.”

Lee Raymond, Chairman, US National Petroleum Council Extract : Sunday Times (Page 82), 15 Jul 2007

The Nation’s lord mayors say State governments are letting them down as they unite to seek a better deal from Canberra : “Dr Natrass and Australia’s seven other capital city lord mayors plan to form a direct relationship with Canberra in a vote of no confidence in the State authorities. The Council of Capital City Lord Mayors wants joint programs (funded) in five key areas – sustainability; transport; social infrastructure; security and global engagement; and tourism. Capital cities are home to two-thirds of Australia’s population and are the face of the nation’s prosperity. We have been dissatisfied with the State Government for a fair while now over cost-shifting and the State government is increasingly palming off responsibilities.”

"But Planning and Infrastructure Minister Alannah MacTiernan denied the lord mayors' proposal was a slur against State governments, saying the Howard government had long failed to invest in urban amenities. It is a desperate attempt by the lord mayors because the Howard government has never shown an interest in urban amenities, and the reality is that we get the best results when we have cooperation between the three tiers of government, Ms MacTiernan said."

Lord Mayor Cr Peter Nattrass, City of Perth Extract : West Australian (Page 3), 16 Jul 2007

Mandela's Elders set out a vision : "The former South African president will be the leading figure in the 'Global Elders', a group of 12 men and women who will address global problems by offering expertise and guidance. The Elders can become a fiercely independent and robust force for good, tackling issues, especially those that are not popular. The group would speak freely and boldly, working both publicly and behind the scenes, wherever our help is needed. This group derives its strength not from military, political or economic power, but from independence and *the moral* integrity of those who are here."

"The club's members will comprise former presidents, statesmen, leaders and activists, and probably five Nobel laureates. As well as Mr Mandela and his wife, Graca Machel, the group includes Desmond Tutu, the Anglican Archbishop Emeritus of Cape Town, former US president Jimmy Carter, former Irish president Mary Robinson, Kofi Annan, former secretary-general of the United Nations, and Muhammad Yunus, a Nobel laureate economist and founder of the Green Bank in Bangladesh, where he is better known as 'banker to the poor'."

"Li Zhaoxing, until two months ago the foreign minister of China, also has been invited to join, along with Indian activist Ela Bhatt, founder of a women's association. Gro Harlem Brundtland, formerly prime minister of Norway and director of the World Health Organisation, also may join. An empty chair was set on stage and will be reserved at all Elders meetings for Burmese opposition leader Aung San Suu Kyi, who is the prisoner of the military junta despite her victory in a democratic election in 1990. The initiative was the brainchild of Sir Richard Branson and musician Peter Gabriel ... who, along with the UN Foundation and a number of private benefactors are funding the initiative."

"There may be things we can accomplish because people have been able to use their persuasive abilities in confidence, said Archbishop Tutu. One of the ways to be effective is that no one gets to know precisely what we have done. Together we will work to support courage where there is fear, foster agreement where there is conflict and inspire hope where there is despair."

Nelson Mandela, Chairman, Global Leaders Group Extract : West Australian (Page 30), 20 Jul 2007

High rise strategy for Vic Park Causeway developments : "The Town of Victoria Park is embarking on an ambitious town planning exercise for the causeway land at Burswood, which could see intensive mixed-use development and six residential apartment towers of up to 18 storeys developed west of Burswood Road. Council will begin a six-week public consultation process tomorrow on a draft strategy for the revitalisation of the precinct around Burswood and Teddington Roads, comprising 1,150 residential dwellings, 87,000 square metres of commercial floor space and 1,400sq m of designated retail floor space. The strategy aims to provide a link between the Burswood Peninsula and the Albany Highway Precinct and encourage development of the causeway precinct as a business destination."

"The Town said it would look to revitalise the precinct with the potential of generating a residential population of approximately 2,300 and supporting about 3,300 jobs. Two smaller towers east of Burswood Road, are earmarked for developments up to a maximum of 12 storeys. Town of Victoria Park executive manager of sustainable development, Rochelle Lavery, told *WA Business News* that since the current development standards were implemented in 1998, little development had occurred in the precinct. We're taking a whole hog approach this time to strike a good balance of economically sustainable development down there. The current standards are not sufficient and do not deliver the outcomes we require."

"Despite building heights proving a contentious issue for council in the past, Ms Lavery said it was confident the new height proposals would be viewed positively by the community at large. By building up to eighteen stories, these buildings will be narrower and have less impact on views from the ridge. Among the sites earmarked for development of up to 18 storeys, the Sands & McDougall site owned by Watersun Property at 53-63 Burswood Road has existing approval for a 12-storey mixed-use development while 2 Hawthorne Place is set to be redeveloped with another 12-storey residential tower. The area was identified as being of strategic importance in the Town of Victoria Park Urban Design Study from 2000 and the State Government's Network City Strategy report of 2004."

Rochelle Lavery, EM Sustainable Development, Town of Victoria Park e-News : WA Business News, 23 Jul 2007

ALP must ditch union ideology on water supply : "The Economic Regulation Authority has introduced a welcome element of pragmatic good sense into the water supply debate with the release of its far-sighted discussion paper on the issue. Whether it has the desired effect on the Government's policy, however, is at best problematical. The discussion paper challenges the State Government's blind ideology of opposition to privatisation. It suggests a radical policy shift that would end the Water Corporation's monopoly control over water supply. Labor's anti-privatisation policy was an archaic constraint on good economic policy when it was elected in 2001 and is even more so now."

"One of its effects has been to leave decaying power generation works in public management, with taxpayers bearing the costs, while private enterprise is able to cherry-pick in a power market that falls seriously short of providing the benefits of genuine competition. Though there is official lip-service to private involvement in water supply, the picture there is similarly bleak. The Government points to what it says is an already high level of such involvement in the corporation's operations, but there is no real competition and no plan for it. The ERA has pointed to a compelling need for change in water policy in the public interest. However, the biggest change that is needed is for the Government to abandon its ideological stance which betrays the interests of West Australians."

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 14), 24 Jul 2007

Is this the best democracy can do? : “Churchill said something along the lines that democracy wasn’t perfect, but until we find something better, it’s out best option. Taking a look at some decisions made in the ‘lucky country’ recently, I wonder. A magistrate awards bail to a terror suspect against majority interest and proves again that our judicial system lives in minority ‘cloud-cuckoo land’. Civil libertarians ooze from the woodwork over claims of a ‘heavy-handed’ Federal response to Aboriginal child abuse; where have they been for the past decades of known abuse? Locally (though similar nationwide) our utility (power and water) suppliers jump on the climate-change bandwagon and advertise our ‘excessive’ consumption.”

“They forget their woeful strategic failure to invest in alternative resources and consequent dereliction of their ‘contract’ to supply. Isn’t this a case for consumer class action? Minority (and self-serving) interests, cultures or viewpoints – defended by absurd political correctness – increasingly gain ground against majority interests; multiculturalism (minority rights) is now minority tyranny. Outcomes based education (a definite referendum case), the Mandurah rail link (were there really no better route options?), and the stadium debate (do we really need to spend that much *money* and to have a foreigner to tell us where to build it?) are also examples of minority interests in play. Our politicians will be asking for our ‘vote’ soon, only to ignore again the majority view.”

Michael Frame, Resident & Taxpayer, South Perth Extract : West Australian (Page 17), 24 Jul 2007

Toll of living near port : “The grain silos on Albany’s waterfront have, through the years, had their own chequered history. The fact that they grew from just a few cells to even more aroused concern that they would spread right along the foreshore. Whilst we do know that the present neighbours of the port area may have bought their homes with the port in its present form, we don’t know just what may be the outcome of future developments. It is well documented how towns and cities encroach on unpleasant areas and industries with dire consequences. The unpleasant areas and industries are removed or suffer the loss. Borthwicks abattoir and the live sheep export from the port area are two such industries gone from Albany.”

“It is decreed that the port will have 24/7 unfettered access, but when push comes to shove, regulations and/or requirements on transport can be altered to remove this impediment. Only so much can be said for present assurances. Whilst it is illegal to drive on the road under the influence of alcohol or drugs, woe betide anyone even slightly impaired who should venture from the waterfront hotel in front of a loaded truck. Think only of the health and mental state of the passengers, and of the truck driver. Then consider that this may happen more than once. Apart from causing the police and paramedics extra trauma, something will then have to yield. Of course, we can all walk across the (*pedestrian foot*) bridge and not have to endanger ourselves driving.

George Burdon, Gledhow Resident & Albany Ratepayer Extract : Albany Advertiser (Page 8), 24 Jul 2007

Get on with the marina : “I appeal to the City Council to just get on with building the long-awaited small boat fishing, commercial and general community boat harbour (marina). Then design and build on completion what can turn the Albany town jetty waterfront into something that will become a useful and scenic area for all to enjoy in the future.”

Stan Austin, Big Grove Resident & Albany Ratepayer Extract : Albany Advertiser (Page 8), 24 Jul 2007

Let’s all unite for a referendum : “Who are the majority? Should statistics be taught in school? The typical reaction to the recent ARRA survey about the waterfront shows that most people, even those in leadership positions in our community, are ignorant of the significance of a random survey of the population. For those who do not understand, random surveys of reasonable size have been scientifically proven to bring a similar result to that of surveying the whole population. The recent survey of 12.5% of the Albany population showed that the majority of those who responded are not in favour of the current waterfront project and do not want high-rise on the waterfront. This survey was done by a qualified statistician and was validated by Professor David Pannell of (*the University of Western Australia*) UWA.”

“Are people aware that this is a large sample of the population compared to many that are done by the government and businesses? Yet they use the figures to make decisions about how to spend our money and run their companies. Yet the council continues to refuse to change any of the plans that have been passed or to listen to requests to take notice of what the majority want. The City of Albany tells Ministers of Parliament that the majority want the development. LandCorp has admitted to improper consultation but continues to spend taxpayers’ money on glossy brochures in the letter box and large adverts in the paper with platitudes and generalisations about how good their project is for Albany. Whatever happened to democracy that goes by the majority?”

“I do not deny the brick bringers their right to use their primitive methods of counting in which there is no need for signatures or addresses. I wonder if for their next stunt they will put up a billboard where people can put their thumb print as a signature, or a post where one can cut a notch to count the ‘silent majority’. Why do they persist in saying that they are a majority when the survey has clearly shown that they are not. They and the leaders of our community are insulting the meaning of democracy if they continue to ignore a standard way of determining the wishes of the people.”

“Even if we did a survey of the whole population, and showed that a majority did not want the Albany waterfront project as it stands, I have no doubt that these same people would find some reason to say that it was not valid. There has been mention of harmony in the community. Then let’s all come together, ask for a survey or referendum containing questions to the satisfaction of all sides and then accept the result.”

Shanti Bezard, Albany Waterfront Action Group Extract : Albany Advertiser (Page 8), 24 Jul 2007

The WA Planning Commission has released the final Lower Great Southern Strategy : “The strategy provides a regional approach to address the critical balance between job creation and the land use requirements of the agriculture, forestry, tourism

and fishing sectors, while maintaining the quality of life experienced by residents in the Lower Great Southern. Significantly, the strategy establishes a framework for the community, business, local government, state government agencies and other key stakeholders to guide regional planning, facilitate protection of environmentally sensitive areas, and assist future development.” (Just don't bother word searching the document for 'Anzac, Bicentennial or Convict').

Mike Allen, Executive Director Statutory Planning, WA Dept Planning & Infrastructure Letter : 25 Jul 2007

Following up – Refer to the findings of the Corruption & Crime Commission WA report into the Burke - Busselton SC investigations.

Absurd 'copy' : “Our Premier has unveiled the design of a proposed \$50 million entertainment centre for Albany. Not only does the architectural 'copy' of the Sydney Opera House look absolutely ridiculous for the Albany waterfront, Alan Carpenter even said that it would be seen in years and decades to come as the best thing that ever happened to Albany. Perhaps the abolition of the whale industry many years ago rates higher, people might think. Is this Premier for real? He is closing police stations, hospitals and goodness knows what else in these boom times for WA. He did little to help innocent indigenous children in our remote communities because he said the Prime Minister had a political agenda. We still cannot get the all-important Gorgon gas project go-ahead for the State. Our drinking water supplies are another area where this man and his Government have blundered. Get a grip, Premier. The Albany entertainment centre may well be a visual legacy to your term of office for years to come, but you have let the side down on just about everything else.”

Geoff Nicholls, Resident & Taxpayer, Dongara Extract : West Australian (Page 19), 27 Jul 2007

Think again : “Deep-water ports in Australia are few and far between. Few harbours are better than Albany's. Development of our transport infrastructure, especially ports, should be high on the agenda for politicians of all persuasions, yet we see the endorsement by the Premier of a facility on port land that will sterilise port development in Albany. We are constantly reminded that Australia's development is being hamstrung by lack of appropriate infrastructure, especially rail and ports. I have been professionally involved with a number of development schemes for ports in Australia and overseas and the availability of land adjacent to or within the port is a matter of prime importance. Albany and the State Government, please think again about the development of a civic facility that could so easily be located away from key waterfront land.”

W. Williams, Resident & Taxpayer, Guildford Extract : West Australian (Page 19), 27 Jul 2007

Crossing warnings : “Great Southern drivers are being urged to take care when crossing railway tracks in the region. During National Rail Safety Week, motorists around the country are being reminded 'where there is a level crossing, there is potential danger'. Public Transport Authority safety and strategy executive director Sue McCarrey said railway crossings did not always have boom gates or flashing lights. Therefore, when motorists see a sign indicating a crossing, they should slow down, look, listen and be prepared to stop. Trains simply cannot stop quickly, and obviously can't swerve to avoid a vehicle on the tracks. Freight trains don't run to timetables. Statistics show that an incredible 80% of fatal rail crossing crashes in Australia happened in daylight, in fine weather and on straight dry roads. Rail level crossing crashes are avoidable if road users obey the rules.”

Sue McCarrey, ED Safety & Strategy, Public Transport Authority Extract : Albany Extra (Page 5), 27 Jul 2007

We disagree : “With reference to the Albany Waterfront and our new Entertainment Centre, thank you to Messes Nicholls of Dongara (Absurd 'copy') and Williams of Guildford (Think again) for their opinions (West 27 July 2007), but mind your own business. In 1997, before the canola crushing plant, the plantation timber industry, the grain storage expansion, the proposed iron ore export opportunity, and before oil and gas exploration in the Bremer Basin (and other future port development projects), the Albany Port Authority was offered a cost neutral relocation strategy (like Oakajee) to an area of land ten times larger in land-backed capacity, direct access to deep water berths in King George Sound, more berths in Princess Royal Harbour not affected by the city waterfront development, together with unrestricted road and rail access to a true Albany ring road that was grade separate and electrified like Perth's expensive new urban rail network.”

“The Minister for Planning & Infrastructure, Alannah MacTiernan, together with the Albany Port Authority, the City of Albany, the Great Southern Development Commission, and our Federal government all said no – we don't want to know about planning for the future. Private enterprise wasn't willing to negotiate either, and so they are stuck with their commercial choice and must face up to the reality of limited access as a function of city growth based on the forthcoming Albany Anzac 2014-18 years, and the Western Bicentennial 2026-27. Albany has a fabulous future ahead, and our waterfront precinct with entertainment centre is a significant step forward in that regard.”

(Not published – If you want to know more www.smithsonplanning.com.au, and explore the Rainbow 2000[®] Project.)

Neil Smithson, Managing Director, Smithson Planning Extract : West Australian (Page 15), 30 July 2007

Following up – The significance of this published letter to the Editor is that it is the first and only such publication in twelve years by the State's #1 newspaper, and there was no subsequent investigative report as to the assertions or actions of the parties concerned. Cast your eye over the major shareholders and former board members of WA Newspaper Holdings Ltd, and you get an idea as to why!

Key projects needed to sustain WA's growth : “The Fiona Stanley Hospital, a 60,000 seat stadium, the Northbridge Link, an Esperance desalination plant and three key port development projects are identified as WA priorities in a national report on the key infrastructure needed to sustain economic growth and standards of living. The report, released yesterday by industry and government consultants Infrastructure Partnerships Australia, identifies key projects and policy reforms need to sustain economic growth at 3 to 4%. IPA executive director Garry Bowditch said the report, which calls for the appointment of a Federal infrastructure minister, recognised that the size of spending needed was beyond the capacity of the government alone and would

rely on significant private sector investment. The development of Fremantle's inner and outer harbours and a new port at Oakajee to increase ore export capacity at Geraldton are among the key projects identified."

"The \$330 million Northbridge Link project to sink the railway lines dividing Perth and Northbridge and free up 13.5ha of prime city land for redevelopment has been shelved after being cut from this year's State Budget after a review of capital works projects. Acting Treasurer John Kobelke said the report endorsed many of WA's major projects but ignored other important components of this year's \$8 billion capital works program. 'It underlines the massive burden WA has to bear in meeting the infrastructure needs of an economy that is carrying the nation, and provides another good reason for the Commonwealth to give back some of the \$5 billion they take from WA taxpayers each year', Mr Kobelke said. The paper also calls for broad policy changes including an overhaul of water charges and increased competition in the water industry, a national energy market and a national freight vision."

Garry Bowditch, Executive Director, Infrastructure Partnerships Extract : West Australian (Page 6), 31 Jul 2007

Responding to the Federal Government's World Heritage Nomination of Australian Convict Colonial Settlements (and Albany's apparent omission) : "To the City of Albany's knowledge, there is no formal 'Albany Heritage Precinct' declared and this question is best asked of the responsible Minister (*Michelle Roberts MLA, Heritage*). Without detailed information on the heritage significance of the Fremantle Prison, and the Albany Heritage Precinct to which you refer, it is difficult to determine the merits of pursuing the registration of an area or even if the criteria attached to the UNESCO registration process would be met if the application was to be lodged. Needless to say, applying a one dimensional criteria, such as the age of that structure or a precinct, is inadequate to determine the heritage merit and significance of that structure / precinct."

"Declaration of 'heritage precincts' occurs through a rigorous assessment process undertaken by the Heritage Council of WA and Albany has only recently been contacted to comment on the nomination of the first heritage precinct (Stirling Terrace) in the City. The process of nomination and registration (*of heritage precincts*) is not a strategic land use matter that requires discussion in ALPS (*the Draft Albany Local Planning Strategy 2007*)."

"Of the Questions on Notice :

1. The Heritage Council of WA was supplied a copy of the ALPS as part of the formal consultation process."
2. Between April 2000 and July 2007, the City of Albany does not appear to have received correspondence from (any) Federal or State authorities and agencies regarding Commonwealth UNESCO World Heritage Nomination of (Australian) Convict Colonial Settlements."
3. Yes, the City was aware that Patric de Villiers was the chairman of the Heritage Council of WA for approximately 15 months (*actually from October 2003 to May 2005*)."

Robert Fenn, Executive Director Development Services, City of Albany Letter : 09 Aug 2007

Following up – Notwithstanding that the former Chairman of the Heritage Council WA was contracted by the City of Albany to review urban design standards and building height for the Albany CBD, apparently no-one raised the issue of the UNESCO World Heritage Nomination. The Council of the City of Albany apparently gave no formal or informal direction to the officers for an item to be placed on the agenda, and the Executive Management Team of the City of Albany did not consider the matter worthy of Council consideration for the purposes of the Draft Local Planning Strategy Review 2007.

Following up – After the 'meet the mayoral candidates' hosted by the Albany Chamber of Commerce & Industry in September 2007 where all five candidates agreed to champion the Albany UNESCO world heritage nomination, an officer's report was presented to the October meeting of the Council (the last prior to 2007 local government elections) recommending no further action be taken on the matter.

Iconic Design : "Some people may not like its location, others may question the need for it, but the concept for the new entertainment centre is a finely conceived dramatic form that captures the scale and context of its site on the harbour's edge. The detail reveals a well-planned facility that responds to its location on the waterfront and Albany's variable weather patterns. The north-facing protected entry and forecourt is balanced with spaces for functions and events and a café overlooking the harbour. The fly tower has been situated as far east as practical to minimise the effect on views from Stirling Terrace. This building is visionary in its response to the site and the community's expectations. It's a positive statement and affirmation about the future of Albany and the Great Southern. It will also hopefully set a benchmark for other development along the waterfront and will be a catalyst in the cultural and social growth of our city."

Ian Howard & David Heaver, Architects Albany Extract : Albany Advertiser (Page 8), 14 Aug 2007

Following up – David Heaver was appointed to the Heritage Council of Western Australia in August 2009.

Site is not right : "A don't like the idea of the entertainment centre being built on the shore of Princess Royal Harbour. First, it's a port and Albany's life blood. Next, it's very windy and cold and would costs a fortune to keep it warm and tidy. As for the design, I think it's an awful monstrosity. All I can hope is that it's built of materials that can be taken down and carted away. I give it 10 years if the rising seas don't take it first. What would they see from the viewing platform? A sea of yachts and masts. So please leave our beautiful and unique shoreline alone. Does anyone remember that once it was talked of building wharves right around the western end of Albany harbour? I'm glad they didn't."

"I've lived here and built a farm and home and raised a family since 1948. So I have seen a lot of good changes to Albany, so don't spoil the look down York Street. I have marched against the foreshore buildings and would do it again. We've had no say about the buildings they have in mind. They have plenty of land around the council offices on North Road, and the woollen mills land or the old wool store land would give the sea view. Have the Councillors forgotten why the port road was built? To remind

you – to get the heavy haulage traffic out of the city centre. We were told parkland and three small shops – a curio shop, a small café and fish and chip shop to go with the marina. The money, \$13 million of it, was allocated for it, if I remember rightly.”

D Wright, Napier Resident & Albany Ratepayer Extract : Albany Advertiser (Page 8), 14 Aug 2007

“Water planning in Australia has been bedevilled, particularly in the last three decades or so, by a lack of long-term vision and long-term planning. There has been a tendency to make very short term political decisions in order to seek a particular electoral result on a particular occasion, and to deny the type of long-term vision that the country needs. Nobody is more experienced at this sort of short-term thinking and the consequences of it than the Leader of the Opposition (*Kevin Rudd*).”

“The contrast between the short-term thinking of the Leader of the Opposition and the long-term thinking of the Prime Minister (*John Howard*) and this government could not be more stark. The National Plan for Water Security looks decades into the future – not a few years but the rest of this century. We are endeavouring to set up the most efficient use of Australia’s water over many decades to come. We have established a northern Australia task force whose task it is to examine the potential for further land and water development in northern Australia. This is a long-term job.”

“The reality is that water projects are always controversial. They always take a long time to build. The environmental issues are always complex and take a long time to examine. But you have to start somewhere. The member for Griffith would know the great Chinese saying, ‘The journey of a thousand leagues begins with a single step.’ The problem the member for Griffith has demonstrated is that he does not have the character to begin the first step. Without that type of leadership he has no capacity to be the Prime Minister of this country.” (*Senator Ruth Webber’s Question 3043 still remains unanswered.*)

The Hon. Malcolm Turnbull MHR, Minister for Environment & Water Resources Extract : Hansard, 14 Aug 2007

Following up – Malcolm Turnbull was elected federal Leader of the Opposition by the Liberal National Coalition in September 2008.

Kay Hull MHR (Riverina, NSW) : My question is addressed to the Deputy Prime Minister and Minister for Transport and Regional Services. Would the Deputy Prime Minister inform the House how the government’s investment in rail infrastructure is creating jobs in regional Australia and keeping our economy strong? Are there any risks to this investment?

“Under AusLink 1 we are in the process of investing \$2.4 billion into the rail infrastructure to improve the freight task across Australia. More than that, and beyond AusLink 1, we have committed \$22.3 billion in AusLink 2 to continue that investment through to 2014. That will include road transport as well as further developments in rail infrastructure. Part of that infrastructure investment is obviously driving down unemployment. We are seeing unemployment at its lowest level for 33 years – 4.3 per cent – and that is being assisted by the major construction investment that we are making.”

“We have created 2.1 million new jobs in the Australian economy since 1996, and that is all a part of the sound economic management that we have been delivering. But we are also delivering infrastructure that generates, creates and sustains a lot of jobs in the Australian economy. Most importantly, investment in improved efficiency in infrastructure flows right through to consumers. We have been having a debate in this country about the pressures on working families and the costs to households on a daily basis. We have announced recently that we are going to invest \$15 million to go to the next stage of planning a new inland rail corridor through the centre of New South Wales between Melbourne and Brisbane to improve rail efficiency in Australia. That inland rail project is a fundamental infrastructure project to cater for the future growth of our nation. As is always the case, the (NSW) Labor government is blaming everybody else for what it failed to do, and saying that we should invest where it has failed to invest.”

The Hon. Mark Vaile MHR, Minister for Transport & Regional Services Extract : Hansard, 15 Aug 2007

Following-up – Warren Truss (Member for Wide Bay, Qld) was elected federal Leader of the Nationals in June 2008.

Sydney, Melbourne, Brisbane, Perth, Adelaide, Hobart, Canberra and Darwin (but not Cairns, Townsville, Maroochydore, Gold Coast, Newcastle, Wollongong, Ballarat, Bendigo, Geelong, Launceston or Bunbury) : “The Australian capital cities’ Lord Mayors will take a spending wish list to Canberra today, including a \$1 billion light rail network, as part of a push by them for a new partnership with the Federal Government. The mayors want the Government to play a direct role in planning and funding development of the eight capital cities, arguing that this is critical to the nation’s economy. They have identified 23 ventures that they would be willing to fund jointly with Canberra to tackle problems such as traffic congestion, transport and environmental sustainability. The eight mayors are expected to meet Prime Minister John Howard and Opposition Leader Kevin Rudd. They want a capital cities policy unit to be set up in the Prime Minister’s Department.”

Lord Mayors eye federal deal Article : West Australian (Page 10), 16 Aug 2007

PM’s power grab extends to ports : “The Howard Government has intensified pressure on the Labor premiers ahead of the election, calling for the nation’s ports to be managed by a single commonwealth-controlled body. The nation’s export effort is too important not to be better coordinated, said Deputy Prime Minister Mark Vaile who is also Nationals Leader and the Minister for Transport. Peter Costello and the Prime Minister have argued that the (*sea*) ports should be brought under Canberra’s control. But Mr Vaile’s plan – which has been informally discussed by senior cabinet figures – represents a step forward. The Labor state governments have failed to properly plan and invest in this infrastructure and their own federal Labor MPs have blown the whistle on them.”

“Mr Vaile said, the States should agree to hand ports responsibility to a new national body modelled along the lines of the Australian Rail Track Corporation. In its report, tabled in parliament earlier this week, the House of Representatives transport committee identified a range of problems with the ports that were holding back Australia’s export performance. Chaired by

Nationals MP Paul Neville, it found the ports were struggling with the problems caused by steadily increasing ship sizes and the associated problem of channel depth, the MPs reported.”

The Hon. Mark Vaile MHR, Deputy Prime Minister Extract : Weekend Australian (Page 1), 18 Aug 2007

Following-up – Warren Truss (Member for Wide Bay, Qld) was elected federal Leader of the Nationals in June 2008.

Prime Space – Viva la revolution against the evil planners : “Let me begin by welcoming you to the People’s Republic of Bernardistan. As you know, this country was formerly known as Australia prior to the glorious revolution of 2009. The rebellion of course was caused not by the starvation of millions or by the persecution of religious minorities. No, the ‘people’s revolution’ was in fact precipitated by the increasingly bizarre planning practices imposed by the ruling elite, otherwise known as the master town-planning race. Soon after the turn of the century a band of renegade town planners, dressed head-to-toe in regulation black, took control of this nation’s capital cities, and ruthlessly imposed their will upon the people. Driven by a missionary zeal, planners and their bureaucratic comrades set about pursuing their very own vision of an urban utopia. And in pursuit of this dream, the planners developed their very own planning manifesto.”

“In Victoria, it was known as Melbourne 2030. In Sydney, it went by the name of the Sydney Metropolitan Strategy. In Queensland, it surfaced under the guise of the South East Queensland Regional Plan. Here were plans to limit the unchecked expansion of evil urban sprawl. Here were plans to inject God-fearing ‘density’ into the urban form. And to redirect growth away from harm’s way and off the coast. Here were plans designed solely to appease the vengeful deity of the environment and to constrain what the master-planning race regarded as the errant and immoral behaviour of the suburban people. Especially singled out for exclusion and isolation in the planner’s vision of the urban utopia was what they regarded as the ‘wickedly wasteful’ quarter-acre block. As a consequence, traditional nuclear families were squeezed wherever possible into ever-diminishing parcels of land and preferably into townhouses and apartments even on the city’s edge in places like Mitcham (Melbourne, Victoria) and Beenleigh (Brisbane, Queensland).”

“The motor vehicle was particularly reviled by the planners. According to their vision, outer suburban estates were to be serviced entirely by – please don’t laugh – public transport! Apparently there was no need for freeways in this most perfect world of star struck planners. But there was a problem with the planner’s vision : it did not align with the fundamentally ‘suburbanist’ values of the Australian population. Households comprised of mum, dad and the kids simply refused to accept the high-density indoctrination. Some bravely spoke out about their preference for a separate house on a separate block of land. Wayward families also spoke fondly, but quietly, of their forbidden affection for the motor car. Other dissidents declared their unabashed love of suburbia by the sea.”

“All this was not big news to the planners. They were aware of what the suburban market wanted. It’s just that the planners believed that they knew what was best for the community and for the God of the environment. They believed that, if their God were not appeased then at some later date, this world would be subjected to an almighty flood where sinners and space-squanderers alike would be washed away by the cleansing waters of an almighty flood caused by global warming. Eventually, the revolution came, of course, and the master-planning race was unceremoniously ousted. They are now whiling away the hours in re-education camps amid the outer reaches of suburbia far from what they regard as the civilising influences of the inner city. And in place of the master-planning race came a new regime with kinder, gentler, more popular planning policies, instigated by myself as leader. You may refer to me as ‘El Presidente’, or less formally, as Dear Leader.”

My early days in office were busy doing the sort of things that the previous regime would not or could not do. I immediately moved the seat of government from Sydney’s Kirribilli to The Lodge in Canberra. Then I got to work on each of Bernardistan’s capital cities. Near each city, I built a dam. A big dam. In places where it rains a lot. And, yes, it did result in cuddly wombats losing their habitat. But I issued a decree : ‘We need more dams. Get over it.’ And while the people initially grumbled, I take great comfort in the knowledge that I have secured the long-term water supply of the residents of Bernardistan. I extended motorway links throughout suburbia. I consider that congestion and pollution is actually diminished by an efficient transportation network. I completed a series of European-styled interstate motorways linking all capital cities.”

“I added an extra runway to our largest airports. Not because they were needed right now but because I was on a roll and they were going to be needed at some point in the future. I commissioned new power stations, all nuclear, to provide certainty of power supplies for the next 20 years. No more power blackouts during Northern Bernardistan’s summer storms. This step also ensured that we Bernardistanis were at the forefront of the technology that would ultimately replace dirty coal-based power generation. Once the People’s Republic of Bernardistan declared its independence and sovereignty over this land, I immediately nullified all metropolitan planning strategies and instigated a bold new dual-city planning policy. Increasing urban densities were to be pursued in the inner suburbs of capital cities (up to say 10km from the city centre) and in selected coastal locations where single and couple households naturally congregate.”

“However, in the middle and outer suburbs of Bernardistan’s largest cities, and off the coastal strip in places like the Gold and Sunshine Coasts and Mandurah, low-density suburbia is permitted to flourish. But this is not wasteful urban sprawl. Housing lots are limited to a maximum of 600 square metres. After all, anything more would be environmentally irresponsible. And, as the good people of Bernardistan rejoiced in their new-found freedom from planning oppression, the people were happy. The fact is that Australia is a vast nation capable of supporting a far greater population. Our cities can and should grow outwards as well as upwards. There is nothing wrong with the responsible expansion of the urban footprint : the sky will not fall in; and global warming will not ratchet up an extra notch just because we have added a few extra square kilometres to the urban edge. A responsible and measured expansion of the urban footprint delivers high-quality low-density accommodation to average Australian families.”

[“We have the land; we can manage the resources; we can deliver the infrastructure.”](#)

[“I sometimes think that the architects of metropolitan planning strategies have little or no appreciation of the real needs of the average Australians. Families need the sort of space and independence that only a separate house on separate blocks of land can deliver. I sometimes wonder whether in fact this conflict between what the market wants and what the planning system imposes is in reality a clash of cultures. Planning can be used, as a tool of control and of punishment. According to this ideology ‘the suburbanites must be chastised for their wickedly wasteful sins of the past’. Indeed, only through the penance of corralled and sanctioned behaviour can suburbanites and other non-believers find redemption : ‘May the God of the Environment have mercy on their souls’.”](#)

Bernard Salt, Demographer & Partner, KPMG Australia Extract : Weekend Australian (PS Page 8), 18 Aug 2007

Build the entertainment centre : “Based on tourism figures obtained by the ACCI, the completed waterfront development, including the AEC, will generate an estimated one million additional visitors to Albany over the next 12 years to the year 2020, cumulating in an additional total visitor expenditure of approximately \$540 million. Using general tourism multiplier numbers, an extra 800 new employment opportunities will be created by the waterfront development over the same period. These figures do not include the extra jobs created during the construction phase of the project. It will also provide long-overdue entertainment, cultural and arts facilities deserving of any modern city.”

“The ACCI fully supports the proposed entertainment centre including its location and design. The potential for additional cafes and restaurants, marina services with associated water-based tour operators, entertainment, cultural and arts events in the new convention and exhibition space is substantial. In addition, the facilities will attract a significant number of medium to large meetings and conferences to Albany, events that are currently being turned away because quite simply there is no where to host them.”

Graham Harvey, CEO Albany Chamber of Commerce & Industry Extract : Albany Advertiser (Page 6), 21 Aug 2007

NATO sets sail to keep tabs on Russian submarine (Amur Class) as Putin rattles sabre and masks Achilles heels : “Russia’s nuclear bombers are permanently airborne once again and President Vladimir Putin loses no opportunity to strut the world stage and flex his country’s muscles. Yet all the sound and fury disguises one essential fact : far from being a rising power such as China or India, Russia is locked in long-term decline. At present, high oil prices give Russia’s economy a temporary lift – and afford Mr Putin the cash to display his military prowess. But demographics underlie every dimension of national power. Russia’s population falls by about 800,000 people every year. Instead of the present level of 142 million, Russia will probably have fewer than 100 million people by 2050, and vast swaths of the country will be depopulated.”

“Nations with a real chance of shaping events in the 21st century do not have falling populations. National decline is virtually guaranteed by low life expectancy, alcohol abuse and the remarkable fact that Russian women experience more abortions than live births. Power in the 21st century will divide between America’s 300 million people, the European Union’s 460 million and China and India with more than a billion each. Against this background, Russia looks insignificant. Mr Putin’s second Achilles heel is the Russian economy. The uncomfortable fact is that Russia is not a centre of innovation. Instead, the economy is largely resource-dependent and rises and falls with global energy prices. Today, the old Soviet Union’s satellite states are independent. Latvia, Estonia, and Lithuania, for instance, are members of the EU and NATO. NATO’s eastern border is now a short drive from St. Petersburg. These fundamental realities betray Russia’s essential weakness.”

Dr David Blair, US Air War College, Maxwell AFB, Alabama, USA Extract : West Australian (Page 26), 24 Aug 2007

Council and the State Government sign-off on the Albany Waterfront Project & Entertainment Centre : “One of the most important planning documents that will determine Albany’s development has passed through Albany City Council’s August meeting. The Albany Local Planning Strategy (ALPS) has been before Council since 2005 when it was forwarded to the government for comment. The ALPS draws together existing Council policies, strategies and related studies into a single overarching land use planning framework. It will become the strategic document driving private sector investment in the city and it will set the policy framework to promote sustainable development.”

“Since first tabled, it has undergone modifications and been delayed by community concerns it would ‘set in stone’ planning decisions. Many of the 67 submissions sought to achieve a ‘zoning right’ for a particular parcel of land, but that is not the function of the ALPS document. Councillors reassured ratepayers at the meeting there was nothing to fear in the far-reaching document. Cr Waterman reassured ratepayers ALPS was a ‘living’ document that was only a strategy to help the city as it grew. As a result, it was changeable as future Councils saw fit. Cr Milton Evans (*Mayoral Candidate 2007*) said it was not a zoning document. It provided ratepayers with ‘an avenue to review particular situations’. This is the key to the whole thing. ALPS is required by statute to be reviewed every five years. By undertaking regular reviews, the currency and relevance of ALPS is maintained.” (*Planning is about confidence : and the question is can a strategy actually become a plan?*)

Cr Jan Waterman, Fredericktown Ward, City of Albany Extract : AGS Weekender (Page 6), 30 Aug 2007

Following-up – the City of Albany Draft Local Planning Strategy 2007 does not address Australia’s World Heritage Nomination for Convict Colonial Settlement; Renewable Energy Supply; Global Warming & Greenhouse Emissions; Nuclear Power; Indigenous Land Rights (Native Title); Risk Management (Port Access); Peak Oil & Gas; Anzac 2014-18 or the Western Bicentennial 2026-27.

The Constitution of the Commonwealth of Australia : “Chapter V – The States : ^{S.111.} The Parliament of a State may surrender any part of the State to the Commonwealth; and upon such surrender, and the acceptance thereof by the Commonwealth, such part of the State shall become subject to the exclusive jurisdiction of the Commonwealth.”

The Constitution of the Commonwealth of Australia : “Chapter VI – New States : ^{S.121.} The Parliament may admit to the Commonwealth or establish new States, and may upon such admission or establishment make or impose such terms and conditions, including the extent of representation in either House of the Parliament, as it thinks fit.

^{S.122.} The Parliament may make laws for the government of any territory surrendered by any State to and accepted by the Commonwealth, or of any territory placed by the Queen under the authority of and accepted by the Commonwealth, or otherwise acquired by the Commonwealth, and may allow the representation of such territory in either House of the Parliament to the extent and on the terms which it thinks fit.

^{S.123.} The Parliament of the Commonwealth may, with the consent of the Parliament of a State, and the approval of the majority of the electors of the State voting upon the question, increase, diminish, or otherwise alter the limits of the State, upon such terms and conditions as may be agreed on, and may, with the like consent, make provision respecting the effect and operation of any increase or diminution or alteration of territory in relation to any State affected.

^{S.124.} A new State may be formed by separation of territory from a State, but only with the consent of the Parliament thereof, and a new State may be formed by the union of two or more States or parts of States, but only with the consent of the Parliaments of the States affected.”

Dr Margaret R.L.L. Kelly, Macquarie University Extract : ABC Difference of Opinion (Feds. vs. States), 30 Aug 2007

Following up – Refer www.smithsonplanning.com.au for the Draft Manypeaks Transitional Governance arrangements.

Cottesloe told to allow five storeys : “Town of Cottesloe chief executive Stephen Tindale, said last night the WA Planning Commission had written to him demanding the council drop its 12m - or three storey - height restriction in favour of a five-storey limit. He had also received a letter from Planning and Infrastructure Minister Alannah MacTiernan endorsing the planning authority’s position. “She seems to have been exerting influence as far as the commission is concerned”, Mr Tindale said. Normally, due process would be that the commission would make its recommendations independently.”

“The results of the poll, released yesterday, showed that of the 50% of residents who responded, 2590 voted in favour of keeping the 12m limit while 1738 voted against. But Mr Quinlivan dismissed the poll results, saying he believed the question was loaded. I agree with the Minister that the foreshore is an eyesore. It doesn’t belong to the people of Cottesloe. The beach and foreshore belong to all West Australians. I think some of the fortunate people who live in Cottesloe think they own the beach and they don’t like anyone coming over the Eric Street bridge.”

“Cr Kevin Morgan (the anti-high-rise Mayor of Cottesloe) said if developers and the State Government believed there was a compelling case for exceeding the limit, they needed to articulate that and take the community with them. He said the council organised the poll after Ms MacTiernan queried whether the 12m limit had community support. The council has steadfastly refused to budge on its 12m height limit, despite the State Government’s coastal planning policy permitting buildings of up to five storeys or a maximum of 21m within 300m of the coast, with the capacity for eight storeys or 32m if there is broad community support. Ms MacTiernan, who declined to comment, can override a council town planning scheme.”

Stan Quinlivan, Ocean Beach Hotel, Cottesloe Extract : West Australian (Page 7), 04 Sep 2007

Outcry at plan for new tax on homes : “In WA, development levies are not mandatory and infrastructure contributions are worked out with local councils on the merits of each project. On the east coast, councils have been able to pass on all the infrastructure costs in a narrow tax base to the developer whereas traditionally in WA, that has come out of general revenue and it’s been a broad-based-payment, said Rob Druitt, president of the Real Estate Institute of WA. You would envisage from that it’s more likely to increase the cost of development, passed on to the ultimate purchasers. Ms MacTiernan said last week developers were best placed to absorb any higher costs from a uniform formula, but Mr Druitt said margins were thin. Developers did an analysis which took into account all costs. If it doesn’t stack up, they simply won’t do it. Housing Industry Association chief executive Sheryl Chaffer said any new tax on land development would add to the crisis in housing affordability. In other States, developers were lobbying to have ‘development contribution’ removed to make homes more affordable. She said developer contributions shifted the cost of community infrastructure on to new home buyers.”

Sheryl Chaffer, CEO, Housing Industry Association WA Extract : West Australian (Page 15), 04 Sep 2007

At the Asia Pacific Economic Community Forum in Sydney – The answer is nuclear : “Ahead of the formal proceedings, Mr Howard and Mr Bush agreed on several efforts to tackle climate change, including Australia’s participation in a US-led research project into a prototype coal-fired power plant that captures and stores carbon as it is emitted. Australia will also join an international partnership working on fourth-generation nuclear power plant technology, and the US-led Global Nuclear Energy Partnership examining zero-emission nuclear energy. If you truly care about greenhouse gases, then you’ll support nuclear power. If you believe that greenhouse gases are a priority, like a lot of us – if we take the issue seriously, if you take the issue seriously, like I do and John (Howard) does, then you should be supportive of nuclear power.”

President George W. Bush, United States of America Extract : West Australian (Page 7), 06 Sep 2007

Utility opens door to private water : “It (WA) has succeeded because of absolute clarity of accountability – in WA, there has never been any doubt as to who has final responsibility for making sure customers do not run out of water. There has been a clear advantage of having one integrated utility, covering most parts of the State, providing advice. Governments in other States, with far more fragmentation in their utility structures, have not had recourse to a single competent party to define and solve problems. Reforms now being considered in Queensland, Victoria and Tasmania all involve bringing together disaggregated structures in search of control and efficiency.”

“Around the world, no model has emerged for the water industry which is recognised as better than the integrated model. While some attempts have been made to increase in-the-market competition for water services, these have been unsuccessful as the underlying economics of the efficient supply of water services favours a single service provider. This does not exclude the private sector and competition being used extensively in the delivery of water services. Competition results from the private sector seeking to win construction, operation and supply contracts, rather than in direct competition for customers in the market.”

Dr Jim Gill, WA Water Corporation Extract : West Australian (Page 14), 06 Sep 2007

MacTiernan / Templeman apologise over Esperance lead : “The Department of Environment and Conservation, the Esperance Port Authority, Magellan Metals Pty Ltd, and trucking company BIS Industrial Logistics were all to blame for the rise in lead pollution in Esperance, a parliamentary inquiry has found. Esperance residents first became aware of the lead problem when thousands of birds began dying in December 2006. By the end of March 2007, a total of 9,500 birds in the area had died. The Education and Health Standing Committee report into the cause and extent of the lead contamination has found regulatory failures resulted in the pollution, which could have continued had it not been for the bird deaths.”

“There were major failings in Department of Environment and Conservation's industry regulation function and shortcomings in other regulatory agencies, the report said. These regulatory failures, combined with the irresponsible and possibly unlawful conduct of the Esperance Port Authority, Magellan Metals Pty Ltd, and BIS Industrial Logistics, exposed workers and the community to unacceptable and avoidable health and environmental risks.”

“Sadly, without the death of the birds, this exposure could have continued unabated. The parliamentary committee report contains 192 findings and 46 recommendations, including the decontamination of homes of people with elevated lead levels and remediation of areas in the town. Both Planning and Infrastructure Minister Alannah MacTiernan and Environment Minister David Templeman apologised to Esperance residents today. We accept the fundamental thrust of the report that there were three government agencies that failed to protect the community of Esperance, Ms MacTiernan told reporters in Perth. We as a government want to sincerely apologise to the people of Esperance for those failures.”

“Ms MacTiernan said she was still trying to understand how the contamination occurred. I'll be perfectly honest, I just find it extraordinary that in terms of dealing with a product like lead carbonate that it wasn't dealt with greater seriousness, she said. To some extent the Esperance Port Authority ... may well have become complacent in the way in which they handled these matters. It is most unfortunate and it is, sometimes one finds it almost unbelievable that when dealing with a product like lead that this could have happened, but it has happened and we're cleaning it up and we're going to make sure we put better structures in place. Mr Templeman told reporters the DEC hadn't responded appropriately during the process and could do better in terms of compliance and monitoring.”

“Magellan Metals, the company that owned the lead carbonate, has acknowledged the critical findings in the report, and told reporters it would review the report before giving any further comment. The company also notes the inquiry's findings that Magellan's decision in future to containerise its lead concentrate at the mine site for transport and export, if effectively implemented and monitored, may minimise the risk of lead pollution occurring off-site, it said in an announcement. Magellan still has lead in storage at the Esperance wharf.”

“Education and Health Standing Committee chairman Kim Hames said he was amazed that in this day and age it took the death of native birds, like the canaries of old, to alert people in the town to the poisoning of their community. It amazes me that a government department, the local prize-winning port and a mining company could so badly let down the families, and especially the children, of Esperance who had placed their trust in those who should have ensured their protection.”

“No individual findings had been made against specific individuals but certain individuals had played a large part in the failings described, the MP said. ... Those failings seem to me to be the result of an inability to adequately understand the grave consequence of their inaction rather than a deliberate attempt to deceive. It is now up to the government to take up the baton, to seek punishment where required, but more importantly to undertake the funding and structural changes that we believe will greatly improve management of dangerous goods in Western Australia in the future.”

The Hon. Dr Kim Hames MLA, Chairman Esperance Lead EHSC Extract : WA Business News, 06 Sep 2007

Following up – there was no mention by the inquiry of the Esperance Shire Council and the Esperance Port Authority boycott of port relocation discussions first raised in 2001-02 under the Ravensthorpe Esperance Jerramungup – a Blueprint for the Future Project.

Albany's Waterfront Project & Entertainment Centre – where silence may not be consent : “Rather than rely on the results of a properly conducted survey (ARRA 2007), proponents of the waterfront plan cite the mandate of the ‘silent majority’ to continue with the development. The assumption that silence means consent is seriously misleading. There are many reasons why people remain silent : indifference, hopelessness, resignation, despair, and powerlessness in the face of authority, none of which represents consent. Yet the facile equation of silence with consent frequently results in governments forming exaggerated ideas of the degree of support or acquiescence they can command, and as demonstrated throughout history, are dismayed when the resentment so often concealed by silence breaks out in anger or rebellion.”

Jill Bostock, Albany Resident & Ratepayer Extract : Albany Advertiser (Page 10), 11 Sep 2007

Australian Heritage Buildings : Senator MILNE (Tasmania) (4.44 pm)—I move : That the Senate :

(a) Notes the :

- (i) Value and importance to the cultural landscape of Australia of its estimated 15,000 architectural heritage buildings, almost a third of which are in Tasmania,
- (ii) Dismantling of the independent Australian Heritage Commission, the relegation of the Register of the National Estate to state oversight and the subsequent downgrading of heritage issues at the federal level, ...
- (b) Calls on the Government to allocate monies in the form of a National Cultural Heritage Fund, along the same lines as the Higher Education Endowment Fund, to ensure that Australia's culturally significant heritage buildings are adequately maintained into the future.

Senator the Hon. Christine Milne, Tasmania (Australian Greens) Extract : Hansard (Page 21), 11 Sep 2007

Australian Heritage Buildings : Senator ABETZ (Tasmania—Minister for Fisheries, Forestry and Conservation) (4.47 pm)—I seek leave to incorporate in *Hansard* a brief statement as to why government senators oppose that motion. Leave granted. *The statement read as follows—*

The Australian Government recognises and values Australia's architectural and other heritage, however, this motion fails to recognise the shared responsibility for heritage and the woefully inadequate funding provided by State Labor governments around the country to support and manage places on State heritage lists. The functions of the former Australian Heritage Commission continued to be performed within the Department of the Environment and Water Resources - these functions have not been abolished as stated in this misleading motion.

The Register of the National Estate has been replaced by the National and Commonwealth Heritage lists which confer recognition and protection to places that truly meet national criteria for heritage listing. The protection accorded to places on those lists far exceeds that provided under the old Register of the National Estate. It is time for State Labor Governments to step up to the plate and provide the resources needed to protect places under their own legislation. The Australian Government continues to invest in the protection of heritage listed places, including places of worship; however it is my understanding that the Government has not been approached by the parish of the Holy Trinity Church, Hobart.

Senator the Hon. Eric Abetz, Mgr Government Business in the Senate Extract : Hansard (Page 21), 11 Sep 2007

Following up – Senator Penny Wong answered Senator Ruth Webber's Question 3043 relating to Albany's World Heritage nomination.

Woodside 'failed on Aboriginal jobs' : "We are the first to admit that we haven't accomplished in indigenous employment at Woodside what we properly should have done over the past 20 to 30 years but ... it's important what we do currently and in the future. We don't set targets and the reason we don't set targets for indigenous employees (*or any ethnic group*) is that we don't want it to become a quota system, we wanted to make sure that these are long-term, career jobs that we create ... I don't want to force numbers to make it work. Woodside has increased its Aboriginal employees from just two in January 2006 to 101 and has set a goal of employing 150 indigenous workers during Pluto's (*LNG Project*) construction."

Don Voelte, Managing Director, Woodside Petroleum Extract : West Australian (Page 11), 12 Sep 2007

The Planning Institute of Australia releases its 2nd Edition National Planning Report Card, and offers each of the State / Territory Minister's the opportunity to comment on key result areas of planning practice, policy and reform.

Growth Management – How is your state / territory performing in developing and approving growth management plans for regions that integrate social, economic, environmental and transport issues? : Updated growth management strategies are essential in Western Australia to manage urban growth and change associated with the unprecedented population and economic growth of recent years. Key initiatives include :

8. Releasing a strategy for the Lower Great Southern in July 2007 and formation of a local implementation committee to support advancement of the proposals.

Sustainability Indicators – How is your state / territory performing in developing sustainability indicators that are used to measure the performance of plans? : Sustainability has been the underlying objective of all planning in Western Australia, and was made one of the Government's decision-making criteria in *Hope for the Future: the Western Australian State Sustainability Strategy* (2003). Key initiatives include :

2. Further work by DPI and Environmental Protection Authority officers, with support from Curtin University planning academics, involving the development of meaningful indicators and targets for the following themes and objectives : Settlements, Transport, Water, Energy and Greenhouse Gases, Waste, Biodiversity and Housing.

Infrastructure – How is your state / territory performing in having a timetable and funding commitment for major social and physical infrastructure in accordance with a growth management plan? : The State is preparing a "*State Infrastructure Strategy*" which aims to prioritise the State's 20-year infrastructure program across all Government agencies, and provides the overarching framework for major social and physical infrastructure planning. Key initiatives include :

1. DPI's *State Transport Infrastructure Program* for whole-of-State needs.
2. In Regional Western Australia, focusing the Country Land Development Program (CLDP) on growth centres and priority towns, and working with the private sector to deliver significant rail and port infrastructure to meet the demands of mining development such as in the Pilbara and at Oakajee in the Mid West.

4. DPI's work with Fremantle Ports, LandCorp, Department of Industry and Resources and the PTA, to determine whether there is a need to plan, and reserve land, for a new intermodal freight facility in the Kwinana area. Stage 1: demand assessment has been completed. Stage 2 is underway which is focusing on selection of a site for a terminal in the Hope Valley-Wattleup area, and should be completed by the end of 2007.
5. LandCorp's development of the industrial land supply pipeline and its work with the private sector and Government Employees Housing Authority to address housing demands for industry workers and local residents in Regional areas.

Public Participation – How is your state / territory performing in having effective mechanisms for public participation in developing planning strategies? : DPI has been at the forefront of developing innovative ways in which to consult with the people who are affected by its decisions and policies. It has taken a leading role in exploring innovations in community engagement, with 21st Century Town Meetings (Dialogues), Deliberative Surveys, Citizens' Juries, Multi Criteria Analysis Conferences and Consensus Forums. Key initiatives include :

5. LandCorp's community consultation and engagement on major developments.

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : PIA National Report Card, 17 Sep 2007

Following up – Alannah MacTiernan (Minister for Planning & Infrastructure from 2001 to 2008), following the loss of State government, now serves as the Member for Armadale and Shadow Spokesperson for Regional Development, Strategic Infrastructure & Climate Change.

“LOOKING AT THE BIG PICTURE : Environmental assessment procedures have been around in Australia and New Zealand for over 30 years and, throughout this period, have undergone a gradual evolution in terms of becoming more formal and generally more complex. Most environmental practitioners would probably agree that, while the efficiency of some procedures may be open to question, they have been effective overall in raising environmental awareness, not only at the assessment stage but also in encouraging better environmental planning leading up to that stage and higher standards of implementation following it. The direct and indirect benefits of the present procedures, however, relate almost entirely to individual projects, as this is the basis on which most environmental assessment legislation is presented.”

“Consequently, a mindset has developed among many bureaucrats and decision makers which discourages them from addressing the wider context in which decisions should be made. My experience in the application of NSW, ACT and Commonwealth environmental assessment legislation generally is that there is a gross imbalance between the professional environmental effort required to address issues and the importance of those issues in achieving a sustainable future for the world. Small projects, often with minimal impacts, commonly demand a level of environmental scrutiny which is quite out of proportion to their impacts or costs. Major policy decisions, however, may at best be supported by only a superficial attempt at assessing their long-term environmental implications.”

“While the desirability of addressing cumulative or strategic impacts may be acknowledged in the supporting documentation that accompanies EIS procedures, in reality this is seldom attempted and indeed is usually impractical under current procedures. On one occasion, when I undertook a comprehensive cumulative assessment at a general level for a large number of projects within a specific geographical area, it received a very negative response from the bureaucrats, who seemed unable to cope with anything different from their standard approach. So we are left with a situation of devoting increasing levels of professional environmental resources to analysing often trivial impacts of minor projects in excessive detail without considering whether these really matter in the wider scheme of things. In the meantime, global environmental concerns such as climate change, forest clearing, depletion of ocean fish stocks, desertification and over-consumption, continue with no real solutions in sight.”

“Such global problems are at a level where most environmental practitioners feel powerless to do anything about them. Between these two extremes, however, there are other levels where a more holistic approach to environmental planning and assessment would be achievable, if only the legislation and its application were a little more flexible, and were 100 percent in support of best environmental practice, instead of sometimes precluding it. I have proposed a session at next years IAIA conference in Perth, which would be devoted to ‘big picture’ issues in impact assessment. I would be pleased to hear from any members who might like to contribute to this session on the basis of their experience in cumulative or strategic impact assessment, or related topics.”

David Hogg, Editor EIANZ Newsletter Extract : The Environmental Practitioner, 20 Sep 2007

Business leaders have ... a nation-changing wish-list ready to go for whoever's in government after the federal election :

1. **Energy** : End carbon trading uncertainty; single strong pricing signal; consistently applied renewable obligations; policy recognition for all energy sources
2. **Water** : Management, conservation and efficiency
3. **Taxation** : Competitive, lower and simpler tax systems; accelerated depreciation; green investment incentives; Federal government bond insurance; fiscal & monetary policy discipline
4. **Infrastructure** : Future planning; accelerate development; broadband communications; housing affordability
5. **Employment** : Restore manufacturing industry; IR workplace flexibility; workforce training programs; productivity participation; international competition ethos; world markets strategy; flexible open approach to immigration
6. **Education** : Quality and funding higher priority; standardised national curriculum
7. **Health** : National health system

8. **Governance** : Remove duplication in bureaucracy; federal / state relations reform; national occupation health & safety regulation; national consumer protection regime; national workers compensation system; micro-economic reform; public policy revolution to set direction and let markets deliver outcome.

Captains of industry call Canberra to account Extract : Weekend Australian (Page 37), 22 Sep 2007

How would you like to represent your community and become a councillor or even the Mayor? If ... yes then read on.

Standing for Office – All you have to do is be eligible under the guidelines set out by the WA Electoral Commission, that is anybody of a voting age and short of being a mass murderer rollup at the required date with an \$80 deposit and bingo, you are on your way. You don't even have to campaign so don't worry about forking loads of money on a pricey Presidential style circus, with any luck nobody will stand against you so you'll elected unopposed and before you know it you are somebody. If in the likely chance someone stands against you here are a few pointers to help you lift your vote. Promote your caring and sensitive nature and expound Family Values, care of the Elderly, lack of sporting venues and something about daylight saving. Do not under any circumstance talk about youth unemployment, aboriginal issues, higher education or the arts, people will think you are either mad or a Communist.

When you're Elected – It's not all tea and roses being a local councillor, there is work to do, there are meetings and receptions to attend and then there is dealing with the concerns of your ward. The meeting part is fairly simple if not tedious, you will be provided with an agenda which you don't have to read and when it comes to voting on issues just stick your hand up with the majority and you'll be right. The attendance of receptions is much more fun, there is usually unlimited free alcohol and nibbles, a free name badge and the chance to press the flesh with lots of sailors and foreign businessmen.

Albany Residents' & Ratepayers' Association Website : www.arra.bravehost.com, 22 Sep 2007

Following up – Elizabeth Barton, President of the ARRA lodged an official complaint on 18 June 2007 with the Australian Press Council in relation to an article and editorial appearing in the Albany Advertiser of 14 June 2007 alleging defamation and damage against herself, the association and the ARRA survey on waterfront development. According to the ARRA website, representative local members of the association include a certain electoral officer of a local South-West Labor MLC, and several endorsed candidates for the City of Albany elections in 2007 (it is not clear who actually endorsed the ARRA complaint to APC, but it was upheld in part in December 2007).

Meet the Mayoral Candidates (City of Albany) : You have each spoken to the significance of Albany's heritage and tourism, and while four of you sit on council, all participated in the Draft Albany Local Planning Strategy and to a lesser extent the State Government's Lower Great Southern Region Strategy. If you conduct a word search of those documents, you won't find the expressions 'Western Bicentennial', 'Albany Anzac' or 'Convict Colonial Settlement'. While the Bicentennial will probably take care of itself, I would emphasise that the next four years will be critical in preparation for Albany Anzac. The question I will pose at this time is : "If elected Mayor, will you champion the Albany Heritage Precinct's nomination to the federal government's UNESCO nomination of Australian Convict Colonial Settlements?" Unanimous response : Five Yes'.

Neil Smithson, Smithson Planning Question : Albany Chamber of Commerce & Industry Forum, 25 Sep 2007

Co-operation vital to fulfil Perth's potential : "If Perth is ever going to throw off its self-appointed 'dullsville' tag, it might help if its leaders learned how to get along. Preferably, to come up with a bilateral plan to give the people of Perth an arts precinct worthy of a progressive capital city and its blossoming arts community. Perth City Council's vision for a \$370 million performing arts complex on the Swan River – one worthy of a capital city – has been ruled out by Arts Minister Sheila McHale. Although the City of Perth might have jumped the gun in approving a project that requires State Government support – or at least cold, hard cash to deliver it – the Government has been equally rash in dismissing it out of hand. When it comes to the artistic and cultural development of Perth, the City of Perth and the State Government are at odds. As Perth Lord Mayor Peter Nattrass has point out, Perth is the only Australian capital city without a proper arts precinct."

"While our politicians are losing their heads over where the new sports stadium should be, the arts are losing out. Creative Capital thinker-in-residence Charles Landry said in his report *Perth : Town or City?*, that competing governing bodies with competing interests are damaging Perth's capacity to evolve as a creative city. Landry has been quoted as saying : 'There are over-lapping jurisdictions where each has something to say, turf wars abound ... it makes you wonder how anything gets done at all.' Landry calls Perth a city that says 'no' when it should say 'yes' and it is about time our different tiers of government said 'yes' to sitting down together and devising a master plan for Perth to develop as the cultural capital its residents want. It is a lack of cooperation, rather than a lack of desire, that is holding Perth back from fulfilling its potential.

Mark McCrory, Editor Extract : Melville Times (Page 10), 25 Sep 2007

"What is your vision for a sustainable Australia? : That we provide global leadership on how a wealthy, independent society can demonstrate, through its wonderful democratic and planning processes, how to make the difficult transition away from oil in our cities and regions. **What is your key message to planners?** – Take climate change and peak oil seriously, as these show us what we should be doing to create viable, just and ecological sensitive cities. **What is your message to young planners?** – Believe in planning as a deeply significant but troubling professional life which is at the centre of what it means to be human and responsible in our excessively resource-consuming cities. Grasp the hard problems and deliver a sense of hope through your strategies and processes – you may even find they work. Don't get stuck in the statutory stuff, put it to work for your strategies."

Peter Newman, Professor of City Policy, Murdoch University Extract : Australian Planner (Page 5), 27 Sep 2007

"My pick for mayor : This is how I see the mayoral candidates. Milton Evans, your heart is in the right place, and you're passionate about Albany, but you would serve the people of Albany better as a councillor and also with the Bendigo Bank. John

Jamieson, you shot yourself in the foot. You were rude to the residents at the meeting. Yes, we may all end up in aged (*care*) homes one day, but that's not what we came to hear. You have been there and done that. Alas, you won't be mayor. Dennis Wellington, you are there as a councillor to represent the people, not your own ego or agenda. Stick to selling stereos and TVs. Alison Goode, when the new council is elected you will be able to feel a lot more relaxed and do a better job, as all the backstabbing will have ceased. Dot Price, you were nervous, but very genuine about your policies for Albany and its people. I wish you well as Mayor or councillor."

Tony Harrison, Candidate for West Ward, City of Albany Extract : Albany Advertiser (Page 8), 02 Oct 2007

Reform might not stop at councils : "Clearly, local government and amalgamations are not everybody's cup of tea. To spark debate on the subject, a concept report commissioned by the Local Government Managers Association has recommended a hypothetical reform that would rid WA of 112 local councils and 1095 councillors. No surprise that it landed with a deafening thud in the corridors of community power. The principles of economic rationalism demand that it (*the report*) be taken seriously – if for no other reason than to allow its detractors to dismiss it with the benefit of reason when the weight of localism is brought to bear. It has been variously dismissed as incompetent, arrogant, provocative and a dumb idea flying in the face of common sense. Predictable reactions from those who have most to lose if their shires, municipalities, towns, even cities, are swallowed up by 30 so-called super councils."

"At the pragmatic extreme, local government amalgamations present opportunities for more cost-efficient administration and more cost-effective service delivery. But on the scale suggested? Probably not. Ultimately, however, the people will decide how much amalgamation is necessary to minimise their rate burden while maintaining reasonable local connections. Communities will want to be in a position to preserve their identities and the ability to raise problems and complaints at a grassroots level, with reasonable access to council representatives. Further concentration of power into fewer hands, without the promise of significant economic and social benefits, will be doomed at the polls. Local government amalgamations in Queensland have already become a Federal election issue, with Canberra threatening to step in and bring on referendums to test public feeling. But if bigger, single administrations can be demonstrated as a popular way to go, it may be time to look at streamlining the system from Canberra down."

Mark McCrory, Editor Extract : Melville Times (Page 10), 02 Oct 2007

"Mayor's AEC site backflip : Albany Mayor Alison Goode wants the Albany Entertainment Centre to be removed from the Albany Waterfront development and located anywhere else in the city. She confirmed her change of mind on the AEC's location after calling for a rethink on the decision at last week's Albany Chamber of Commerce and Industry 'Meet the Mayor' forum. She claimed Council was wrongly influenced into selecting the waterfront for the AEC. Her stance was a dramatic turnaround from December last year when she criticised the Weekender for reporting her comment at a special meeting that Council had been 'coerced'. Mayor Goode said last week that Council was pressured by Planning and Infrastructure Minister Alannah MacTiernan and Albany MLA Peter Watson with an attractive land-swap deal. She said unimpeded freight access to the port remained a problem and the AEC would be in the wrong place."

"The Mayor's comments were rejected by Mr Watson. He said they were made at the wrong time and for the wrong reasons during an election campaign. I'm disappointed with the Mayor for coming out with this, he said. There was no pressure from the Government. The money for the York Street site was in the hands of the Great Southern Development Commission, ready for the AEC when there was a decision by Council to make a change. Mr Watson said there were negative issues in developing the former City administration site, including the location of an historic Aboriginal grave and removal of rocks. There were no strings attached. The idea came from myself and Alannah, he said. Council was briefed and voted on it. There was no pressure at all on Council. Mr Watson said questions about the future of 24-hour access to the Albany Port continued to be a furphy put forward by waterfront opponents."

"The Mayor was happy to stand beside Premier Alan Carpenter taking the accolades when he announced funding for the AEC, Mr Watson said. She has had three to four years to do this. It is disappointing the Mayor is doing this now. **The port is such an important part of our town. Access is not a problem.** That will never happen under this Government, or any other Government, I am sure. Mr Watson said there were no complaints from the Albany Port Authority or CBH which recently spent millions of dollars on new storage facilities. Mayor Goode ensured the AEC would become a strong issue in the race for Local Government elections on October 20. She is one of five mayoral candidates, and is hoping to return for a third term. All candidates were put on the spot at the ACCI forum over the waterfront issue. Mayor Goode said she believed the AEC would be in the wrong place if it was built at the Princess Royal Harbour foreshore."

"Fellow candidate Dot Price said she had never liked the waterfront site for the AEC, as she believed there would be a problem as the port grew. Cr Dennis Wellington said he thought the AEC as part of the waterfront would be fantastic for the city. He said it was a positive move after many years of indecision, and he looked forward to its development. It will be a great asset for Albany he said. Cr John Jamieson said the City originally looked at an 'el cheapo' design in the centre of the CBD. Now there was a lot of envy around Western Australia because Albany had secured the State Government funding. We have mumbled around for 25 years on this, he said. This is a far-sighted vision. It's time to start getting real for Albany."

Cr Alison Goode, Mayor & Candidate, City of Albany Extract : AGS Weekender (Page 1), 04 Oct 2007

Following up – Unlike industry professionals Patrick Dick (formerly WA Transport and then DPI Oakajee Geraldton), Robert Fenn (City of Albany) and Bob Emery (Albany Port Authority) over the last 10 years; Peter Watson MLA, Member for Albany, did not use the key words 'foreseeable future' while suggesting that maintenance of port access is not an issue.

The vision thing scarce in politics – The boldest plan for our future comes from the BCA : “It is a sad indictment of the poverty of ideas in Australian politics that the most comprehensive vision articulated for Australia over the next three years comes not from a political party but the **Business Council of Australia**, which has set the goal for Australia to rank among the top five OECD economies in living standards by 2012. This is a bold target and it is achievable but only if governments are prepared to grasp the nettle of reform. To the extent that infrastructure is on the federal election agenda we have been treated by both sides of politics to their version of the blame game. The federal government points out that responsibility for most infrastructure lies with state governments. True, but one of the biggest obstacles to business investment is the absence of effective national infrastructure markets with uniform regulation and this can only be achieved by the federal and state governments working together.”

“Everywhere we look we see evidence of an economy that is being held back by our creaking infrastructure : decrepit railway with archaic signal boxes, queues of ships at coal ports, inadequate highways, congested roads, crowded public transport, rural and urban water shortages, electricity black-outs in peak demand periods. Yet private-sector investment and effective competition are being stymied by unions and spineless or lazy governments. The Australian has consistently called for federal and state governments to take up the reform mantle that the Hawke-Keating governments drove in the 1980s and 90s, and which has languished since then. Sadly, it seems it may be only when Australia is in recession, as it was in 1983 and again in 1990, that governments are driven to make the hard but necessary decisions. It would be a tragedy if the prosperity the country is enjoying at the moment were frittered away rather than invested in giving us the infrastructure we need to meet the challenges of the 21st century.”

Editorial : The Weekend Australian (Page 18), 06 Oct 2007

Thinking allowed – Quay deserves better : “I am writing in response to the *Thinking Allowed* column by Peter Newman, as well as your front page story *Plan for rail land* (MCH 15 Sep 2007). As the Greens candidate for Fremantle, I attended the public meeting held in the Fremantle Town Hall on August 7 and expressed my concern at the inadequacy of the planning processes which led to the ING proposal for Victoria Quay. It is unacceptable that the Fremantle Port Authority – essentially a public body holding this valuable land in trust for the community, in order solely to run the port – should regard itself as a private developer and formulate plans with an eye to making money.”

Transparency : “Any and all development plans must be prepared, transparently, by a body required to act in and for the overall public interest. Earlier this year, I stayed in a harbour-side hotel in the newly redeveloped Newcastle area known as Honeysuckle. This harbour is thriving and growing; notwithstanding storms and occasional beached coal ships, it has certainly avoided stagnation. But at the same time large areas on the harbour now house apartments, restaurants, cafes, theatres, boardwalks, and a marina. These are all low-rise, and in many cases have rejuvenated heritage port buildings. But in one section, medium-rise office buildings have been constructed. And all of this is within an easy walk of the lovely tree-lined streets, heritage housing and a mall, constituting the CBD. Local business has been revived and strengthened.”

“It seemed to me that the key to this success was adequately funded and coherent planning, informed by community consultation and involvement. The Honeysuckle Development Corporation was established by the NSW government and drew heavily on the Federal Better Cities funding (sadly now discontinued). Following the initial developments it became self-funding. Government funding totalled some \$100 million – a modest sum to invest considering the importance of the project for the local economy and the final result, and remembering also the vast sums spent on such things as freeways. I consider that the ING plan will be to the detriment, not the benefit, of businesses in the Fremantle CBD. Surely the port land should be used for low-rise housing, accommodation, cafes, restaurants and theatres, with excellent pedestrian, bicycle and public transport linkages – which would bring tourists and others in to the area in a way that augments and boosts the current business and commercial centre, rather than setting up a rival CBD and only the cars enjoying the spectacular view on offer.”

“The council plan to develop the East End, and Peter Newman’s points about focussing development around the railway station, are commendable and would fit in very well with these ideas. I agree completely, and I think that the vast majority of people would agree, that the port land should be brought into central Fremantle by opening up access. The focus, however, must be on encouraging all of us to use the existing train line and buses; the last thing we need is more cars jamming the streets and ruining the Fremantle experience, for both residents of the city and of its surrounds, and visitors. I suggest that the state and federal governments must be planning urgently for light rail – for example, to South Beach (emulating the long-lost tram line) and east to the new rail interchange (and the university) at Murdoch. In the end, what we can all agree upon is that the Fremantle we want and need is a liveable and sustainable one. New development is indeed needed. It must have green building technologies, as advocated by Peter Newman. But it requires commitment, proper planning processes and funding. And these in turn call for strong advocacy by Fremantle’s representatives, federal and state.”

Stephen Walker, Greens Candidate for Fremantle MHR Extract : Melville City Herald (Page 5), 06 Oct 2007

Time we were heard : “The people of WA are being held to ransom by the political powers-that-be in the State Government. It doesn’t matter about the concerns of the majority of West Australians as they fight to try and stop the over-development of areas that are of value to us. The Minister for Planning and Infrastructure seems to be in control of the State Government as she overrides decisions and ignores the community. As a community we are, in some cases, asked to put in submissions on developments (not always though), which are continually ignored by the Minister and the Government’s development arm LandCorp. Why has one section of Government got so much power even though it can be proven that they are working against the majority of the community? In Albany we not only have the State Government but also the current council against us, even though we have shown repeatedly that we don’t want a large-scale high-rise development on the Albany foreshore.”

“It is time for the people of WA to stand up to this State Government. Local councils that aren’t listening are voted by the people to represent the people and not to decide what we will have when it suits their agenda with no regard for our values.”

E. Barton, Albany Resident & Ratepayer Extract : Albany Advertiser (Page 8), 09 Oct 2007

Following up – Elizabeth Barton was a Councillor of the City of Albany representing the Hassell Ward from 05 May 2001 to 07 May 2005 – as the manager of check-out chicks at Coles Albany Plaza, it was she who moved the motion at the 08 Mar 2001 City of Albany town planning advisory committee meeting that the community not to be consulted on the need for Albany seaport relocation.

City of Albany : Elections 2007

| | | |
|--|-----------------------|-------------------|
| Mayoral Candidates (5) – One 4 yr term | | |
| Cr Alison Goode | Cr Milton Evans (4) | Dot Price ARRA |
| Cr John Jamieson | Cr Dennis Wellington | |
| Breaksea Candidates (4) – One 4 yr term & one 2 yr term | | |
| Emily Elassner | Jill Bostock (4) | |
| Cr Paul Lionetti | Cr Daniel Wiseman (2) | |
| Frederickstown Candidates (3) – One 4 yr term & one 2 yr term | | |
| Mike Crawshaw | Dot Price ARRA (4) | Chris Morris (2) |
| Kalgan Candidates (5) – One 4 yr term & one 2 yr term | | |
| Cr John Walker (2) | Robert Buegge (4) | Noel Stoney |
| Andrew Eyden | Samh Liddiard ARRA | |
| Vancouver Candidates (4) – One 4 yr term & one 2 yr term | | |
| Kim Stanton ARRA (2) | Alan R. Came | |
| Cr Roley Paver (4) | Cr Steve Marshall | |
| West Candidates (5) – One 4 yr term & one 2 yr term | | |
| Nicolette Williams (2) | Cr Des Wolfe (4) | Charlie Butcher |
| Tony Harrison | Don Duffy | |
| Yakamia Candidates (5) – One 4 yr term & one 2 yr term | | |
| Barbara McAllister | Joy Mafla (4) | Trish Cleeve AWAG |
| Gordon Kidman (2) | Maureen McKinlay | |

Following up – Three days after the election, and subject to a recount of the vote, Albany finally had a new Mayor. Of more interest was how a sitting Councillor who achieved the majority vote (their running mate came second), was defeated by the third placed candidate who doesn't live in the ward and was standing to help get the fourth placed candidate over the line – proportionate preferential voting. The implications of voter apathy were unsubstantiated as Albany recorded between 47-55% voter response to the postal ballot system.

Following up – WA Electoral Commissioner Warwick Gately issued a statement (AA - 18 Sep 2007 - Page 3) indicating that there were 375 vacancies for Western Australia's 142 local government authorities; 715 nominations were received; there were 305 contested vacancies; with 68 positions elected unopposed; and 2 vacancies were unfilled.

Following up – This does not represent a significant change from past trends in Local Government elections notwithstanding the Hon. Jon Ford MLC's (a former WA Minister for Local Government and Minister for Regional Development) electoral reform package of proportionate preferential voting for Mayors / Councillors, and the State Government's one-vote-one-value legislation.

Busselton CCC : "After weeks of public hearings, 10 months of consideration by the Corruption and Crime Commission and a \$3 million report which recommended they be disciplined over their dealings with Brian Burke, the three public officers adversely named by the CCC may still get off scot-free if they can satisfy yet another investigation that they did nothing wrong. Former deputy director of the Department for Planning and Infrastructure Paul Frewer, senior DPI bureaucrat Mike Allen and senior Department of Environment and Conservation bureaucrat Mark Brabazon, all face departmental disciplinary processes after recommendations by the CCC. Evidence of misconduct was found against Mr Frewer and Mr Allen ..."

"Department of Premier and Cabinet director-general Mal Wauchope yesterday refused to answer a series of questions including when the disciplinary process would begin; when a decision on the future of the men would be made; and whether the investigations would be done internally or externally. Mr Wauchope claimed it was not 'in the interests of fairness' to answer the questions or reveal what punishments the men could face but said any investigation would comply with the Public Sector Management Act. Departments which find an employee guilty of a minor or major breach of discipline can reprimand them, fine them a week's pay, reduce their pay, demote them, transfer them to another office or department, or sack them."

"Retired former Environmental Protection Authority chief Wally Cox said he would obtain legal advice about what he could do as a private citizen to contest the CCC finding of misconduct against him."

Mal Wauchope, Director-General, WA Dept Premier & Cabinet Extract : West Australian (Page 1), 11 Oct 2007

Local polls may be compulsory : “Voting in council elections could be made compulsory within a few years, WA Local Government Association boss Bill Mitchell said. Members would be canvassed on the idea in 2008, and a proposal would then be taken to the State Government. We seem to be moving toward that path (of compulsory voting). If we really want to be recognised as a legitimate third sphere of government, we need to be elected by the same process as State and Commonwealth governments. The association believes it’s probably inevitable. Certainly within the first six months after these elections, we will take a position to the Government on compulsory voting. We have support in the metropolitan area and it varies in the country. Traditionally, about 40% of people vote in local government elections. Elections are held every two years, costing councils as much as \$350,000. Local Government Minister Ljiljanna Ravlich said there were mixed views on compulsory voting in council elections. But she said the Government was prepared to consider the proposal.”

Bill Mitchell, President WA Local Government Association Extract : Sunday Times (Page 31), 14 Oct 2007

Following up – WA Local Government elections (20 Oct 2007) – Perth elects its first Lady Lord Mayor Lisa Scaffidi; Melville elects a new Mayor Russell Aubrey; Kalgoorlie-Boulder elects its youngest ever Councillor Lisa Schofield; Geraldton-Greenough elects former City of Geraldton CEO Rob Jefferies; Mandurah elects 3 AMWU union officials; while Roebourne in the State’s north-west elects unopposed councillors for Dampier, Wickham and Roebourne (not much happening in Karratha anyway if you discount the resources boom).

Capital punishment is right answer : “When undisputed evidence proves that a person has committed premeditated murder, and I emphasise that it has to be undisputed proof, there is no alternative sentence than that person forfeits their life. It has nothing to do with being a deterrent. The law’s primary concern is justice and justice demands either restitution or retribution. For a person who steals or break’s another’s property, there is restitution, the guilty person can repay or fix the problem. But with premeditated murder, as restitution is impossible because the murdered person can not be brought back to life, retribution is an exact and just exchange.”

“After the event, we hear too many do-gooders say that we must have mercy on the murderer especially if they are full of remorse but that does not compensate the poor victim (or their family in the case of dependents). The murderer may take someone else’s life with the assurance that if they are caught, their own life can not be taken. By rejecting the death penalty, the state effectively devalues the victim’s life in favour of the murderer’s, the law extends a guarantee of life to the murderer that it is unable to extend to the ordinary citizen.”

“One argument against capital punishment is that innocent people might be convicted. This is a genuine concern as there have been several cases of wrongful conviction. In fact, very few cases have come to light. So we must ask ourselves is it right to deny justice in hundreds of cases for the fear an injustice might be done in the odd one? In conclusion, we have to consider the innocent victim, a life has been brutally taken and cannot be brought back, relative’s are given no compensation, their grief for a loved one cannot be consoled by knowing that in most cases the murderer will serve only a small portion of their lives in prison, living in comfort. Where is the justice? A life for a life is the only justice in our society.”

Mike Hilton, Willetton Resident & Taxpayer Extract : West Australian (Page 22), 15 Oct 2007

The old and new doorway : “I stand on the new bridge spanning the road and the rail to the port, looking from a new height at the familiar line of coastal dunes and back to the friendly face of Albany nestled between the two hills called Melville and Clarence. The shallow water between is ruffled by a stiff breeze. It is a lovely sight. In my mind’s eye, I can see the soaring sail of the new Performing Arts Centre rising up like a great yacht, echoing the shapes of the sea-going craft gathered together nearby from all over the world to participate in the time-honoured pursuit of racing each other against the elements. We are hosting this prestigious event with a place and space that does us proud and it delights the hearts and minds of everyone; a place that feels as though the Centre is a craft on the water. A shower of rain comes up to add to the pleasure of the scene. We do not have to run away and turn our back on the frequent occurrence. We can stand and sit and enjoy it in a new way after many decades. The ocean-going liner on its brief visit spills its many hundreds of passengers into the festive scene – a happy to share the occasion in style!”

“What a moment : what scene could be better improved for young and old? Albany’s historic doorway to Australia, which was so important from the earliest settlement and so obscured in recent times by shunting trains, is beautifully and imaginatively restored to the city. I feel glad that there are people in our midst with imagination and purpose who can make decisions that improve our environment without destroying it in the process. It has been a long journey to this end, beginning with land reclaimed from the sea. The delays and doubts have all contributed to this vision which is quantum leaps from the first serviceable, but ordinary concepts put before us. They have all become a part of the outcome. I can think of no site more fitting for such a gift to ourselves. I can’t wait to see it materialise.”

Joan May Campbell, Albany Resident & Ratepayer (Legend) Extract : Albany Advertiser (Page 8), 16 Oct 2007

A great future : “With the local government elections just around the corner, and major growth Albany and surrounds will undergo over the next five years, I feel it so very important that we exercise our right to vote. I would normally consider myself part of the silent majority, but with the disruption and protracted decision-making we have witnessed with the current council, let’s ensure there are some positive changes. Too often the noisy minority have created negativity and provided little to promote Albany’s image. We all have a responsibility to accept growth for the benefit of our younger generation, with employment and educational opportunities, and hold family units together where possible.”

“There can be growth while at the same time protecting the history and natural beauty of the region. This can be proved by visiting some of the magnificent old port cities around the world, where all sections live in harmony. We have a number of good councillors and constructive new candidates, who receive little thanks for their efforts to bring Albany into the 21st century, who are worthy of our support. Please ensure we all vote in this most important local government election, where we can have a

council to be proud of, that is able to move forward and ensure the changes are made to benefit the majority of people living in the region.”

Richard Fry, Lower King Resident & Ratepayer Extract : Albany Advertiser (Page 8), 16 Oct 2007

McGinty attacked as FOI chief goes : “WA Freedom of Information commissioner Darryl Wookey has lost her job and claimed that she and Attorney-General Jim McGinty have been at loggerheads over changes to her post. Ms Wookey, who has been acting in the position for four years, accused Mr McGinty of failing to respond to her serious concerns about the future of the office, making personal attacks on her in the media and wrongly criticising the performance of the office. No reason was given for the change other than that the Attorney-General wants some one else to ‘transition’ the organisations, Ms Wookey said. It is an unsurprising end to a term in which I have had an increasing sense of the undermining of the role of the office as an independent accountability agency.”

“The FOI office was set up in response to the WA Inc. royal commission. Earlier this year, Premier Alan Carpenter attacked the veracity of reports by public sector standards commissioner Maxine Murray, who said politics was eroding the public service. Outside Parliament (*today*), Mr Carpenter said he was ‘absolutely confident’ there had been no political interference in either Ms Wookey’s role over the past four years or the decision to end her acting appointment. He said it was ridiculous to suggest there was political motivation in appointing someone from his department to act in the FOI commissioner’s job.”

Darryl Wookey, WA Office of the Information Commissioner Extract : West Australian (Page 3), 18 Oct 2007

Following up – Darryl Wookey resigned from the Office of Information Commissioner in October 2007.

Traditionalists in a fight for the city : “The local election is now upon us and as your paper has pointed out, the lines are drawn. The two protagonists are the corporatists and the traditionalists (*but no evolutionists*). Candidates who have a corporate view of local government can’t see past the Inc in City of Albany Inc. They view council as a board of directors and the ratepayers as shareholders. This encourages them to be autocratic in their decision making. They are not fond of **public consultation**, are disposed to ignore public submissions, and do not like to be held accountable by any mechanism other than an election, which to them is akin to a general meeting of shareholders.”

“Candidates with a traditional view see the City Inc as a form of government constituted and regulated by the Local Government Act in ways that do not apply to commercial companies. They recognise that the object of the City Inc is not to make profits for voluntary shareholders, but to provide administrative services for compulsory taxed ratepayers. They accept as fundamental to good government the twin pillars of **community consultation** and accountability, both legal and political. When one looks at the Local Government Act, one finds there is no room for the corporatists. This is because the Act clearly states that its intention is to bring about greater **public participation** in the affairs of local government and greater accountability to the community.” (*and the missing reference – community participation*).

Cr Roley Paver, Vancouver Ward Candidate, Albany City Council Extract : AGS Weekender (Page 8), 18 Oct 2007

Enabling the Spirit – Small government is needed, not small targets : “The highest patriotism and philanthropy consist, not so much in altering laws and modifying institutions, as in helping and stimulating men to elevate and improve themselves by their own free and independent individual action. The power of governments to improve the life of the nation is generally overrated, particularly by prime ministerial candidates facing an election. The shared premise at tomorrow night’s election debate will be that by changing the government you change the nation. As always, the alternative prime minister will argue that change is for the better, the incumbent that change will be for the worse. It is a convenient fiction for which journalists, commentators and ultimately voters usually fall.”

“As the Scottish engineer and social reformer Samuel Smiles observed, people have always been prone to believe that their happiness and well-being are secured by means of institutions rather than their own conduct. But everything we have observed about the nature of government shows the most effective are those that enable rather than restrict. Where people are subjected to over-guidance and over-governance, the inevitable tendency is to render them comparatively helpless. The lesson of the great socialist experiments of the 20th century is that demand economies are more effective than command economies. The invisible hand of the market advances the human condition more effectively than the heavy hand of bureaucracy. No where is that illustrated more starkly than in China, the driver for much of the prosperity we now enjoy. Compare the results of Chairman Mao Zedong’s second five-year plan of 1958, perversely known as *The Great Leap Forward*, with his successor Deng Xiaoping’s *Four Modernisations* 20 years later. The former led to the crippling of agriculture and industry, mass starvation, repression and the death of millions (*not to omit two wars*). The latter unleashed the power of the free market in the world’s most populous nation, lifting hundreds of millions out of poverty.”

The extent to which Kevin Rudd is, as he claims, an economic conservative is therefore of some consequence. In *The Weekend Australian* today, Paul Kerin argues that in his published works, Mr Rudd confuses values and means. The market is neither virtuous nor evil, it simply creates the means whereby values can be applied. For his part, John Howard, with a record of heavy middle-class welfare spending, hardly enters this election as a champion of small government. With the worm now banished from tomorrow’s TV debate, *The Weekend Australian* proposes another measure by which Mr Howard and Mr Rudd’s rhetoric should be judged, the principles set out in the introduction to Smiles’s tract quoted at the top of these columns. We look for policies that enable the spirit of self-help, which constitutes the true source of national vigour and strength, rather than policies that restrict and enfeeble.”

On Scottish engineer Samuel Smiles, Self Help (1859) Editorial : Weekend Australian (Page 18), 20 Oct 2007

Following up – Ray Martin of Channel Nine's 'A Current Affair' and 'Sixty Minutes' decided it was un-Australian not to have the worm, notwithstanding the best efforts of Australian media and the National Press Club in Canberra to pull the plug on free speech. There are some advantages to being two-hours behind the rest of the nation, and living in a society where the 'Power of One' prevails.

Rudd's blurred vision : "With Kevin Rudd poised in the polls to become our next Prime Minister, an examination of the philosophy underpinning his policy positions is long overdue. Rudd says he's a social conservative and economic liberal, but he's neither. He's really a moderate social progressive and an economic recidivist. Rudd's very smart, but Ruddonomics is badly compromised by the influences of ideological bias and vested interests. His budding social aspirations appeal, but they'd bloom better if he'd discard the economic blinkers."

"Nevertheless, Rudd still has room to distinguish himself through real social and economic liberalism. Modern Australia's great reformers have generally been Laborites. Gough Whitlam launched a social revolution after years of repressive, paternalistic conservative rule. Bob Hawke and Paul Keating drove a vital economic revolution, so sorely needed following their predecessors' moribund conservative nothingness. After another 11 years of stifling conservative rule, we need a government that is progressive on both the social and economic fronts. We can only hope that, like Hawke and Keating, Rudd surprises us."

Prof. Paul Kerin, Business Strategy, University of Melbourne Article : Weekend Australian (Page 23), 20 Oct 2007

"Global debt crisis is the issue in the Federal Election : Australia is at the centre of a global debt meltdown that has been triggered by the wave of defaults on sub-prime mortgages in the United States of America, which looms as a grave danger to the nation because both Howard and Rudd refuse to acknowledge it. Over 250,000 Americans defaulted on their mortgages in September, as part of a rising wave that is on track to wipe out seven million homeowners, and plunge America and the world into a depression. The U.S. Federal Reserve's desperate attempt to bail out the bankrupt U.S. banking system by slashing interest rates has only served to collapse the U.S. dollar, which in turn undermines the entire U.S. dollar-dominated, world monetary system."

"Despite *claims* of unprecedented prosperity, Australians are being swamped by the rising cost of living because Australia is more vulnerable to this debt crisis than most other countries. Australia's household debt to annual income ratio of 175 percent is the highest in the world; even more terrifying is that it has risen three times faster than in the U.S. The current rate of 800 home foreclosures nationally per week is poised to explode as interest rates continue to rise, with 70,000 mortgage holders in crisis, and a further 1.8 million households officially classed as "stressed", in that 30 percent or more of their weekly household income goes to service their mortgage."

"Australia's national farm debt is now at \$44 billion, up from \$24 billion in 1998, and threatens to drive more farmers off the land this year than at any time since the great depression. As the so-called "leaders" debate on October 21 identified, Howard and Rudd continue to ignore the national and global debt crisis at the nation's peril. In America, physical economist Lyndon LaRouche's *Homeowners and Bank Protection Act*, will solve the crisis by erecting a firewall, protecting the people while the financial system is completely reorganised, and hundreds of trillions of debt written off. This crucial legislation has been tabled for debate in five U.S. State Legislatures—Michigan, Pennsylvania, Illinois, Massachusetts and Florida."

"Australia urgently requires a similar approach, which the Citizens Electoral Council has prepared legislation for in our book, *What Australia Must Do to Survive the Depression*."

Craig Isherwood, National Secretary, Citizens Electoral Council of Australia Media Statement : 23 Oct 2007

Boom in coal plants spurs climate alert : "The proliferation of coal-burning power plants around the world may pose the single greatest challenge to averting dangerous climate change, according to an international panel of eminent scientists. The study by 15 scientists from 13 nations, *Lighting the Way : Toward a Sustainable Energy Future*, was commissioned by the governments of China and Brazil, and is the product of two years of workshops organised by the InterAcademy Council, a network of national academies of science based in the Dutch capital, Amsterdam."

"The first thing it says, really, is that conservation and energy efficiency will remain for the next couple of decades the most important thing the world can do to get on a sustainable path, said co-chairman Steven Chu, a Nobel prize-winning physicist and director of Lawrence Berkeley National Laboratory in California. The panel said such steps were needed urgently, not only to cut back emissions of carbon dioxide and other gases blamed for global warming, but also to extend basic energy services to two billion poor people worldwide and reduce the potential for international conflict over energy resources."

Steven Chu, Lawrence Berkeley National Laboratory, USA Extract : West Australian (Page 46), 24 Oct 2007

Disgraced councillors reject call to resign : "Two disgraced Busselton Shire councillors have accused Local Government Minister Ljiljanna Ravlich of double standards in asking for their resignations, vowing instead to follow her example of standing firm in times of controversy. Councillors John Triplett and Anne Ryan have written to Ms Ravlich pointing out that just as she refused to resign when questioned over her handling of the education portfolio late last year, they had no intention of prematurely ending their terms on the Busselton council despite findings of misconduct against them from the Corruption and Crime Commission."

"You yourself have been through a tumultuous time in your career as a member of Parliament, please spare me the double standards, Cr Ryan wrote when replying to a letter from Ms Ravlich last week asking for her resignation. Both councillors also wrote how they believed the State Government would be happy to see the back of them because of their opposition to its controversial plan to sell off prime land to pay for restoration of the historic Busselton jetty. Cr Ryan wrote : How can you condone a body (LandCorp) that was originally set up to supply affordable land for the masses being allowed to rape and pillage public open space, owned by the people, and then call for me to resign?"

Cr Anne Ryan, Busselton Shire Council Extract : West Australian (Page 50), 24 Oct 2007

Bunbury nod for 'bookend' : "The proposed \$30 million 'bookend' Bunbury residential and commercial tower that will replace the dilapidated Reef Hotel has been given the thumbs up by the local council as a high-rise development that will stamp its mark on the cityscape. The 14-storey development, dubbed Bunbury Central, is seen as defining the northern extremity of Bunbury's CBD and providing the twin bookend to southern-side Bunbury Tower, affectionately known as the 'milk carton'. The 53m high tower will include a café, super-deli and boutique retail stores with two floors of commercial space and 11 storeys of residential apartments. The aim was to revitalise the CBD by bringing people back into the city centre and out onto the streets, creating colour and movement around the tower. Our original scheme was quite low-rise but it was brought to our attention that the council would consider something with a bit of height that would set up a bookend tower as an icon. There was good liaison between the city (council), ourselves (*Hartree*) and the developers (*Raeside*)."

Lee Polmear, Hartree & Associates Architects Extract : West Australian (Page 67), 24 Oct 2007

Farmers face big fertiliser rises as shipping costs soar : "The cost of shipping bulk commodities has hit new all-time stratospheric highs, pushing up the prices of iron ore, coal and grain to overseas buyers and threatening to drive already high fertiliser costs for WA farmers to new peaks. The Baltic Exchange's dry sea freight index, which tracks charter rates for dry bulk carriers on 26 key routes, rose to a record of 10,984 points on Wednesday after breaching the 10,000 mark for the first time just two weeks earlier. It brings the surge in the past six months to just over 75%."

"Tony Gesmundo, shipping and chartering manager for (*Cooperative Bulk Handling*) CBH's grain exporting arm Grain Pool (WA), said the spot rate for hiring **PANAMAX** vessels, which typically carry 75,000 tonnes of cargo, had soared from US\$40,000 (A\$44,000) to US\$100,000 a day since June (2007). The smaller 50,000 to 60,000 tonne **SUPRAMAX** ships had gone from US\$40,000 to US\$72,000 in the same period while the huge 170,000 tonne **CAPE SIZE** vessels used by the iron ore trade had gone from US\$100,000 to US\$190,000 a day."

"CSBP fertiliser manager Darryl Dent said the cost of the main nitrogen-based products used by WA farmers had largely stabilised after an extraordinary 80% surge in global prices between November and June (2007). The boiling ocean freight market is being blamed on the scramble for ships, fuelled by the boom in demand for bulk commodities from China and India, particularly iron ore and coal – shipments of which are forecast to grow 67 million tonnes this year to 1.5 billion tonnes (4.47%). The shortage of vessels is being exacerbated by the dozens of ships delayed in queues off congested ports in Queensland and New South Wales waiting to load coal."

Tony Gesmundo, Shipping Manager, CBH Grain Pool WA Extract : West Australian (Page 43), 26 Oct 2007

Jet fuel price threat to air fares : "Jet fuel has topped US\$100 a barrel for the first time, putting pressure on airlines to raise fares and prompting at least one Australian carrier to increase its fuel surcharge. The nation's biggest independent regional carrier, Rex, said yesterday that the upward trend in fuel prices meant it would raise its fuel surcharge by \$3 to \$27 per sector. Virgin Blue chief executive Brett Godfrey said it was unclear what prices would do now that they had broken through the magic 100 number. It doesn't matter what Virgin, Jetstar, Qantas or Tiger says, it means that everyone's cost base, particularly once hedging runs out, will be incremented, so we'll all have to look at doing something I guess, Godfrey said."

"Qantas is also watching the situation closely but said yesterday that it had yet to decide on action. Earlier, Singapore Airlines chief executive Chew Choon Seng said that he believed people would learn to live with US\$100 per barrel fuel prices. Singapore announced last week that it would put up fuel surcharges by up to US\$6 per sector. But Mr Chew warned that the broader picture was that high fuel prices might eventually slow down the global economy. That is the more worrying situation for us – the impact on the global economy, which in turn will influence demand for air transportation."

Chew Choon Seng, CEO Singapore Airlines Extract : Weekend Australian (Page 35), 27 Oct 2007

"Howard nugget lost in the dust – A valid query raised by the PM about Labor's GST intentions falls on deaf ears : Today I gave the impression that Labor plans to review the GST formula if we were to win Government other than through the Independent Grants Commission. This is incorrect. Labor opposes any increase in the GST rate, expansion of the GST base or changes to the process for distributing the GST, Ms Neal (*a former NSW ALP Senator*) said."

"Now either Ms Neal lied to the radio listeners about Wayne Swan's (*ALP Treasury Spokesperson*) 'commitment' or she lied in the statement. This is unequivocal. She didn't give an impression, she made a declaration. As Mr Howard pointed out, she (*Ms Neal*) is hardly a political novice and it stretches the bounds of credulity that she would say something like that about Mr Swan without reason. Labor diverted the response by principally addressing Mr Howard's claims that the only way to accommodate all the States would be to push up the GST rate."

And from the ALP website : "Under no circumstances would we ever increase the GST, and over my dead body would there ever be any increase in the GST. – Kevin Rudd, 27 August 2007. Let's be very clear about what we're talking about here ... there will be, under no circumstances, any increase to the GST. The other thing is this, on the distribution of GST revenues to the States, Wayne Swan's quite right, that remains within the purview of the Grants Commission which is an independent body. – Kevin Rudd, 24 October 2007."

Belinda Neal, ALP Candidate for Robertson, NSW Extract : West Australian (Page 21), 27 Oct 2007

"Biofuels are hurting the world's hungry : The UN Special Rapporteur on the right to food has called for a five-year moratorium on biofuels, labelling it a 'crime against humanity' to convert food crops to fuel. The call had the backing of the Conservation Council of WA, but WA Farmers and the State Government opposed the move, saying farmers needed another end-use for crops."

The UN said biofuels were driving up food prices at a time when there were more than 850 million hungry people in the world and also diverting land from food production.”

Jean Ziegler, UN Commission on Human Rights Extract : West Australian (Page 11), 29 Oct 2007

“Young people are dismayed at the Labor Party's environmental policies, particularly at the decision of the Tasmanian state Labor government to approve the Gunn's pulp mill, and the ALP's decision at its national conference to drop its no-new-mines policy and back an expansion in the poisonous uranium mining industry. It is widely agreed in climate science that we have a narrow window of about 10 years to drastically cut greenhouse gas emissions in order to avoid catastrophic runaway climate change; these cuts require more than changing our light-bulbs. The government and big business advocate individual-based solutions to reducing emissions, when the reality is that a fundamental transformation in industry and massive investment in renewable energy is what's necessary. The major parties lack the political will to take this sort of action for the sole reason that it will hurt their pockets.”

“The Socialist Alliance is the only party contesting these elections that stands for the kind of radical change necessary in industry and government; we stand for people and planet before profit, and believe in democratic ownership and control of the earth's resources. We don't just think we can make small changes here and there through parliament, but aim to build a mass movement of working people, on the streets, in their schools and workplaces, that can force whatever government that's in power to act in the planet's interests – and that can ultimately change the system and build a sustainable, democratic socialist society that puts people and the environment first. I'm calling on all young people not just to vote for the Socialist Alliance, but to get active in the movement to stop the destruction of our planet by oil-thirsty warmongers and climate vandals: we want renewable energy now, not wars for oil!”

Trent Hawkins, Socialist Alliance #1 Senate Candidate WA Extract : Socialist Alliance Website, 31 Oct 2007

“Nuclear push threatens coal jobs – Labor committed to Coal / Howard committed to Nuclear : Despite the desperate claims by some Ministers in the Howard Government, Labor's 20 per cent renewable energy target poses no threat to our coal industry. The biggest threat to the coal industry is the Howard Government's plans for twenty five nuclear reactors across Australia. Labor's renewable energy target will deliver approximately half the new capacity needed to meet our growing energy demands out to 2020. Which means all existing capacity, including coal fired power stations, will be needed to meet future energy demands. There will also be a need for new fossil fuel fired power stations that use advanced coal technologies and are built capture ready or with carbon capture installed.

The key to securing the future of Australia's coal industry is the development and deployment of these clean coal technologies that can significantly lower greenhouse emissions from the use of coal. That is why Federal Labor has committed \$500 million to bring forward the deployment of these technologies. This commitment, matched by \$1 billion from the coal industry, will fund research and demonstration projects necessary to commercialise full scale carbon capture technologies that can be applied to new and existing coal fired power stations. Playing a leading international role in the development of clean coal technologies will help ensure the continuing economic viability of our coal mining industry and position Australia to export these technologies and expertise into a growing overseas market.

Labor's commitment to clean coal contrasts with the Howard Government's failure to invest in these technologies. Information provided by the Federal Department of Industry shows that the Howard Government has spent just **\$3.4 million** to support the research and development of clean coal technologies (see Hansard attached). For too long John Howard has denied that climate change was occurring and has failed to support the development of technologies that are vital to securing the future of Australia's coal industry. In contrast with its reluctance to support the future of the coal industry the Howard Government has been eager to push for the construction of twenty five nuclear reactors across the country. These reactors would potentially replace existing and future coal fired power stations.

The Howard Government has ensured that these nuclear reactors would also be eligible under its clean energy target, alongside wind and solar power. Which is why Dr Ziggy Switkowski, the head of the Government's Nuclear Review has said this clean energy target is a “positive step for a future nuclear industry”. According to modelling undertaken by McLennen Magasanik Associates for the Climate Institute, including nuclear power in a clean energy target could decrease the use of coal fired power by 20% [1]. At the coming election Australian's face a stark choice between the clean coal and renewable energy future offered by a Rudd Labor Government and Mr Howard's nuclear nation.

Senator the Hon. Chris Evans (Labor), Western Australia Extract : ALP Website (Media Statement), 31 Oct 2007

“New strategy needed to avert a nuclear 9/11 : While the United States remains preoccupied with the war in Iraq, nuclear nightmares are fast becoming more realistic. As the possibility of a nuclear terrorist attack increases, America's ability to counter that threat remains anaemic. To reduce this risk, we advocate accelerating efforts to secure and eliminate bomb-making nuclear materials worldwide, to detect and interdict illicit shipments of such materials, and to develop nuclear forensic technologies that would enable the US to hold states accountable if they assisted terrorists in acquiring or using nuclear weapons. A cohesive nuclear strategy should include :

- ❖ **Lower force levels :** For the foreseeable future, the US will have to maintain effective, reliable nuclear forces to deter adversaries and reassure friends, but deterrence and reassurance can be achieved at significantly lower force levels. Moreover, America should develop a range of advanced conventional weapons and operational concepts that would give the President credible and technically suitable options for dealing with threats and would reduce and eventually eliminate any need to resort to nuclear weapons to respond to non-nuclear attacks. Reducing the salience of nuclear weapons would

enable the US to build global support for the tough actions needed to stop terrorists and hostile regimes from obtaining nuclear weapons.

- ❖ **Test ban treaty** : A bipartisan effort to ratify the Comprehensive Nuclear Test Ban Treaty should be pursued. The US does not need more tests. Given the judgement that US nuclear weapons remain reliable and safe, there is no urgency to proceed with the Reliable Replacement Warhead.
- ❖ **Missile defences** : The US should pursue defences against ballistic missile attack. A broad-based development effort is essential, but the US should not deploy weapons that have not been adequately tested. High priority should be given to cooperation on missile defence with friends near North Korea and Iran. Before deploying components in Eastern Europe, we should explore with our NATO allies and Russia the possibility of a cooperative approach to protecting Europe, Russia and America from missile attack.
- ❖ **Bilateral reductions** : The US should act soon to replace the START 1 treaty, expiring in December 2009, with a legally binding agreement reducing nuclear forces well below the levels called for in the 2002 Moscow Treaty and with sufficient verification and transparency to provide both sides a sense of predictability. A world with an increasing number of nuclear weapon states is not inevitable. Neither is a nuclear attack by terrorists. Both can be avoided if their prevention becomes an overriding American priority complemented by strong US leadership."

Robert Einhorn, US Centre Strategic & International Studies Extract : *West Australian* (Page 20), 01 Nov 2007

Wendy Sherman, Principal, Albright Group Extract : *West Australian* (Page 20), 01 Nov 2007

"Real democracy : I again finish reading the newspaper and the letters to the editor about the election and the one thing that annoys me the most is that we judge these (*federal*) clowns only once every three years. Other jobs have a productivity assessment every six months or so. I then proceeded to vote on-line for my university guild (yes, I am a full-time student, but for most of my education I worked full-time at night, and I have a moderate HECS debt to show for it). It was such an easy and intuitive (*electoral*) system, and I wonder how far we could go with it."

"The point is – why, with the phenomenal level of technology at hand, do we not have a governing system that more resembles democracy? Why do I have to take the good with the bad when it comes to party policy? I want the right to vote on every issue, and not just leave it in the hands of our elected few who govern for the party, not the people. I would gladly take half an hour each week to vote on where I want Australia to head in the future."

Gary James, Resident & Taxpayer, Warwick Extract : *West Australian* (Page 22), 02 Nov 2007

New mayor puts FEB back on agenda : "Plans to make part of Leach Highway dual carriageway would not spell the end of the Fremantle Eastern Bypass (FEB), a defiant new Melville mayor Russell Aubrey said. The federal government's 2020 Plan for Perth's Transport Future flags a \$32.5 million expansion of Leach Highway from Carrington Street (*East Fremantle*) to Stirling Highway (*Fremantle*). The mayor said Roe Highway Stage 8 (*Roe 8*) was the linchpin of the issue and that building it should go hand-in-hand with constructing the FEB. Roe 8 is important and from a City of Melville perspective, when you're talking about the Fremantle Eastern Bypass, it's not worth it without Roe 8."

"Other key proposals in the Coalition Government's 2020 transport plan include :

- ❖ \$55m upgrade to the Kwinana Freeway, plus more lanes from Leach Highway to Roe Highway
- ❖ \$30m for the Great Eastern and Roe Highway intersection
- ❖ \$1.5m for Leach Highway and Abernethy Road intersection."

Murdoch MLA Trevor Sprigg, who supports mayor Aubrey's views on the issue, said if his (*State*) Liberal Party gained power the FEB would be built and they wouldn't hesitate to reclaim the land sold by the current (*Labor*) government to do it. We warned them (the residents) about reclaiming the land if we got in power, he told the herald, adding that locals would get market value plus 10%. Mr Sprigg said with work soon to begin on the Murdoch activity centre structure plan near Murdoch University and South Street, traffic would be absolute chaos without Roe 8 and the FEB."

Trevor Sprigg MLA, Member for Murdoch Extract : *Melville City Herald* (Page 3), 03 Nov 2007

Following up – Trevor Sprigg passed away in January 2008.

Births for the country or berths for refugees? : "Thank you for your political even-handedness in using Hugh Mackay's column (Murky figures cloud unemployment rate, 3/11). Regrettably, in shouting from the rooftops the statistic of 4% unemployment, Mr Howard et.al so clearly demonstrate that there are '**lies, damn lies and statistics.**' Research by the respected Hugh Mackay informs us that just one hour's work a week is sufficient to take a person off the unemployment figures. Further, he tells us that something like 1.8 million people are either unemployed or under-employed and that in spite of the so-called average hours worked by Australians, many are working many hours of unpaid overtime. He goes on to suggest that 'the gap continues to widen between the overworked and the unemployed'. Mr Howard has a target of 3% unemployed. I would be grateful if he would project that into something meaningful for working people who simply want an income to support their families."

I. Davies, Resident & Taxpayer, Sorrento Extract : *West Australian* (Page 23), 06 Nov 2007

Murky figures cloud unemployment rate : "Thank goodness Hugh Mackay stated the true position of the 'unemployment' figures in Australia. Forget all the huff and puff from Messrs Howard and Costello about how unemployment is at historic lows due to their so-called economic management. All you have to do is fudge the statistics a bit and, hey presto, everything comes up

the way they want it. Maybe Messrs Howard and Costello should remember Benjamin Disraeli's comment that there are 'lies, damn lies and statistics'."

Matt Summors, Resident & Taxpayer, Binningup Extract : West Australian (Page 23), 06 Nov 2007

Gorgon gas capture under fire : "Prominent Australian scientist Karl Kruszelnicki has criticised plans to bury millions of tonnes of carbon dioxide generated by the Gorgon gas project off WA's North-West coast, saying the mass of liquid CO₂ created would be harder to manage than radioactive waste. The physicist, radio personality and Climate Change Coalition Senate candidate has blasted 'clean coal' technology, which includes burying gas emissions deep below the Earth's surface in a process known as geo-sequestration, as a complete furphy. Long-term, the way they're trying to put up geo-sequestration as the cure for everything, I don't buy that because the volumes you're trying to get rid of are huge."

Dr Karl Kruszelnicki, Climate Change Senate Candidate Extract : West Australian (Page 16), 07 Nov 2007

Following up – Former US Vice President Al Gore and the Climate Change Party were unsuccessful at the federal election in 2008.

It's time to restore accountability : "In the last two decades, the constitutional principle that ministers should be held accountable for the failings of their policies or administration has been seriously undermined. No matter how grave their failings may be, ministers no longer resign. This principle is the bedrock of responsible government. In its absence, the capacity of the Parliament and the people to hold a government to account for its actions (*or inactions*) is substantially weakened. It is 31 years since the last official inquiry regarding the principles of ministerial accountability at a Federal level. That inquiry framed the doctrine for simpler times. It could not anticipate the major changes in governance that have occurred since then. These include an enormous growth in the powers of the executive, the now pivotal role of ministerial advisers, the outsourcing of many crucial government functions and the expanding influence of the lobbying industry."

"The Freedom of Information Act, an important safeguard introduced in 1982, has also been undermined significantly by the practices of recent governments and restrictive interpretation by the courts. The Canadian and British governments (of different political persuasions) have recently taken steps to strengthen ministerial accountability. They have recognised its fundamental importance and the need to re-evaluate and fortify it so that representative democracy may function as it should. We believe it is critical that this issue is addressed in the forthcoming national election and then acted upon by whichever party forms the new government. We take this opportunity to urge all political parties to commit to the establishment of an independent and comprehensive review of the operation of ministerial accountability so as to modernise and strengthen it. This is a matter that transcends party politics. It goes to the very heart of the way we are governed."

Malcolm Fraser & Gough Whitlam, Ex-Prime Ministers Extract : West Australian (Page 22), 12 Nov 2007

A National Perspective : "Neil Smithson understands the true power and value of planning."

Sue Holliday, President, Planning Institute of Australia Comment : WA Division Committee, 12 Nov 2007

Following up – Sue Holliday was elected on a platform of addressing the housing crisis. The author, standing on a platform of PIA facilitated Regional Trade & Development Strategies for Australia's regions, was the unsuccessful candidate for PIA National President in 2005.

Preference deal means uphill battle : "Long-serving MHR Wilson Tuckey, who sits on a seemingly impregnable 20.4% margin, is under threat in his wheat-belt seat of O'Connor after falling foul of a raft of minor party preferencing deals which favour his rival from the Nationals (*Philip Gardiner*). At the last poll, Mr Tuckey did not need preferences to take the seat, winning 53% of primary votes. That translated into a 20.4% margin on a two-party preferred basis. But yesterday he said the demographics of the electorate had changed so much that he could lose a few percentage points and might need preferences to win. Mr Tuckey said he was outraged that the Nationals have targeted him. 'It's a stitch-up'. The Nationals are prepared to prostitute themselves here in the hope of winning back some federal representation in WA that they haven't had in a long, long time. He was most concerned that the preference deal threatened the Liberal vote in the Senate, and denied he had asked for party help in O'Connor. I am O'Connor mate."

Hon. Wilson Tuckey MHR, Member for O'Connor, WA Extract : West Australian (Page 12), 15 Nov 2007

Following up – Elected in 1980 & re-elected in 2007 for an 11th term, Wilson Tuckey MHR enjoys one of the longest parliamentary careers in Australian political history (the Rt. Hon. William Morris Hughes MHR, CH, KC, West Sydney 1901-1952, Prime Minister 1915-1923).

The Sum of Oil Fears : "The International Energy Agency and other oil industry experts have recently conceded that fears of the oil supply struggling to meet demand are not so fanciful after all. The fretting over the short-term oil price masks a longer term problem. Can producers meet the fast-growing energy needs of the global economy as the turbo-charged growth of China and India reshapes the dynamics of the oil industry? Analysts who bear the scars of the previous supply side oil shocks fear the next great shock may come from demand overwhelming the capacity of the major oil producers to pump it out at a rapid enough rate while ensuring adequate supplies for the long term."

"The scramble among Western oil companies to find new sources of oil has been complicated by the rise of government-backed oil companies – or national oil companies (NOCs) – vying for precious resources, often at the expense of the Western giants like ExxonMobil, BP, Shell, Chevron and ConocoPhillips. For Western oil companies, or international oil companies (IOCs), the rise of the NOCs means they are increasingly finding themselves blocked from some of the world's best prospects. Worrying for Western policymakers, who are aware of the issue of energy security as oil prices remain high, is the realisation that a growing amount of global oil production will be concentrated in the hands of NOCs backed by governments, some of which are willing to use them as blunt tools of foreign policy."

Robert Guy, New York, USA Extract : The Weekend Australian Financial Review (Page 31), 17 Nov 2007

Minister ends Cottesloe delay : “Planning and Infrastructure Minister Alannah MacTiernan has rejected a Cottesloe council request for a six-month delay in advertising its new town planning scheme and is set to force it to put the scheme to the public with no agreement on building height limits for the popular beachfront. A council delegation met the Minister last week to push for the retention of its strict 12m three-to-four storey limit and sought a six-month delay for further public consultation. The inquiry-by-design process would look at long-term planning and revitalisation of the beachfront, improving public open space on the ocean side of Marine Parade and medium density housing. While Ms MacTiernan said she supported the inquiry-by-design process, she said it should not delay advertising the town planning scheme.

“We should start the advertising (*process*) because if we wait another six months before having an inquiry-by-design process to start the advertising, then we have another statutory period that we have to wait and it will be another year before we start seeing the scheme. I just think, given that the scheme is 17 years old, that’s too long. The WA Planning Commission, Ms MacTiernan and the council all have a different position on what the height should be at Cottesloe. The Minister backs a three-storey limit with a storey bonus for developers who provide public facilities such as cafes and restaurants at street level. Developers who also retain the heritage values of their buildings would be eligible for a bonus storey that would allow them to build up to five storeys or 21m. The WAPC wrote to the council in September and demanded that it drop its 12m or three-storey limit in favour of a five-storey or 21m limit, in line with the State’s coastal planning policy.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : West Australian (Page 10), 19 Nov 2007

Minister ends Cottesloe delay : “Mayor Kevin Morgan said the (*Cottesloe Town*) Council was not in a position to ‘cut a deal’ on the height limit because anti-high rise candidates had been overwhelmingly elected at the last two local government elections and a recent referendum showed widespread local support for the 12m limit. He also questioned why the Minister would try to pre-empt the outcome of the design-by-inquiry process by advertising the scheme before this consultation had been completed. The whole idea of this six-month process is to either convince the Minister that we have got it right and that 12m will achieve the objectives she is after or, alternatively, to use the process so she can develop a rationale that the community can see why sites have to have increased height limits.”

Mayor Kevin Morgan, Town of Cottesloe Extract : West Australian (Page 10), 19 Nov 2007

Minister ends Cottesloe delay : “The president of anti-high rise action group Keep-Cott-Low, John Hammond, said to allow any process to occur now that ignored the strong local support for a 12m height limit would threaten the autonomy of the Cottesloe council. If she (*Minister MacTiernan*) is saying she is not going to wear a council decision that is backed up by a referendum and an election, then she may as well go and run Cottesloe herself.”

John Hammond, Keep-Cott-Low Action Group Extract : West Australian (Page 10), 19 Nov 2007

Third Day – Mountain of God : “Into the great wide open, the simplest observation will sometime chart a course to great achievement. Along the trek, it’s experience – the great teacher it is – that keeps strong winds in tall sails for journey’s yet to be imagined. PBTG.”

Gregory Rumburg, CCM Nashville, Tennessee, USA Extract : Chronology (Volume Two), 20 Nov 2007

Our Third World Shame – Department damned in indigenous affairs study : “It is clear that the dynamics of the developing situation are chaotic and tragic, with Aboriginal cultures and people increasingly at risk and increasing numbers of Aboriginal adults and children alienated from society and engaging with corrective and justice systems. All the activities are piecemeal and while there will undoubtedly be some successes, the returns sought from the several billions of dollars being spent annually out of State, Commonwealth and corporate coffers are likely to remain elusive until there is a more holistic approach, one in which Aboriginal people are included and devising and pursuing sustainable regional strategies.”

Lieutenant-General John Sanderson AC, Former WA Governor Extract : West Australian (Page 1), 22 Nov 2007

Editorials from across Australia : “Today’s Westpoll confirms that WA remains John Howard’s stronghold and that if Kevin Rudd is to storm the fortress, he’ll have to do it elsewhere. The question remains, however, whether the result in WA will be academic. If the coalition holds its ground in Victoria and does better in NSW and Queensland than polling in these States have suggested then what happens in WA could remain relevant to the overall result.”

“Before the last election, Galaxy predicted a 52-48% split in favour of the coalition, with ACNielsen predicting 54-46%. It ended up being 52.8-47.2%. If Galaxy is again closest to the mark, the coalition has a good chance today. That’s because you don’t have to win the popular vote to win government. A case in point is the 1998 election, when Kim Beazley won 51% of the two-party vote but lost by seven seats to Mr Howard.”

“Today’s Newspann backs up Galaxy’s findings, but then again Newspann had the ALP and the coalition on a 50-50 two-party preferred before the 2004 election. Remember, the coalition has been behind Labor for 103 consecutive major national polls since January 2007, whether that be Morgan, ACNielsen, Newspann or Galaxy. Whichever poll turns out to be the most accurate, if Mr Howard snatches victory it would be the greatest escape act since Houdini.”

The West Australian, Perth, Western Australia Extract : West Australian (Page 12), 24 Nov 2007

Editorials from across Australia : “The Herald Sun believes the Coalition deserves another term in office. In saying so, we put performance ahead of potential, achievement ahead of promise, certainty ahead of uncertainty. Mr Rudd has not made a compelling case for change. Vote Coalition.”

The Herald Sun, Melbourne, Victoria Extract : Sunday Times (Page 62), 25 Nov 2007

Editorials from across Australia : “There are many issues which are important in this election. None are more important than a resilient economy, especially given the emerging threat of the sub-prime mortgage failure and economic weakness in the U.S. Mr Rudd has indeed championed the mood of change. This is not the time for that change. Whether led by Mr Howard or Mr Costello, the Coalition should be returned to power.”

The Adelaide Advertiser, Adelaide, South Australia Extract : Sunday Times (Page 62), 25 Nov 2007

Editorials from across Australia : “After backing John Howard and the Coalition at every federal election since 1998, *The Daily Telegraph* recommends a vote for Kevin Rudd and Labor. We now believe Mr Howard has reached his use-by date – if for no other reason than he almost believes it himself. Vote Labor.”

The Daily Telegraph, Sydney, New South Wales Extract : Sunday Times (Page 62), 25 Nov 2007

Editorials from across Australia : “Kevin Rudd deserves the public’s support. And he has the support of *The Courier-Mail*, only the second endorsement we have given federal Labor since the newspaper was established 74 years ago. John Howard has failed, until recent months, to come to terms with the growth pressures confronting modern Queensland, an important region of Australia. Vote Labor.”

The Courier-Mail, Brisbane, Queensland Extract : Sunday Times (Page 62), 25 Nov 2007

Editorials from across Australia : “Labor has earned its place in front in the home straight. It is a formidable force again. Mr Rudd set about a policy agenda from day one and has been unrelenting in pushing a message of new leadership but at the same time a safe pair of hands. Vote Labor.”

The Mercury, Hobart, Tasmania Extract : Sunday Times (Page 62), 25 Nov 2007

Editorials from across Australia : “Mr Howard and his team have a proven track record but they have run out of energy. Mr Rudd has spoken of recapturing some of the reform zeal of the Hawke and Keating years, the economic benefits of which are still being felt. There is much detail missing from Mr Rudd’s promised reform revolution, especially in education and health, but we believe he has the administrative experience to manage constructive change. No change is free of risk, but we recommend a vote for Labor.”

The Australian, Melbourne, Australia Extract : Sunday Times (Page 62), 25 Nov 2007

Following up – Election 2007 Two-Party Preferred : ALP 52.86% (82 Seats); LNC 47.14% (66 Seats); Liberal (57); Nationals (9); and Independent (2 Seats). Labor and Liberal appear to have retained their Senate seats across Australia, while the Australian Democrats lost all four Senate seats previously held to the Australian Greens, and the National Senate seats in Queensland (1) and New South Wales (1) are in jeopardy. Family First did not add to its Senate representation.

Outlook ‘scary’ for EPA : “New Environmental Protection Authority chairman Dr Paul Vogel says the EPA is drowning under a massive workload, and some projects won’t be fully investigated. Dr. Vogel, who took the \$350,000 job with the environmental watchdog this month, said he planned to streamline its approval process to cope with the demand. Business as usual is going to kill us. It’s a judgement call the EPA has to make. It can’t assess everything and it doesn’t assess everything. He said in the past 10 years the resources boom had tripled applications to the EPA, producing numbers that are pretty scary. Part of the proposed reform would involve a much more risk-based approach, meaning that the EPA would be more discriminating about which projects undergo a rigorous environmental impact assessment (EIA).”

“But environmental groups have said streamlining the approval process would be inviting more catastrophes, such as the 2001 Bellevue chemical fire and the lead poisoning scandal in Esperance. They say vetting of new mining and industrial projects should be getting tougher, not slacker. Alliance for Clean Environment vice-chairman Ron Jones said the State Government was playing with fire, and predicted more disasters. It’s not (a case of) if, but when (*and where*). Dr Vogel was formerly chief executive of the South Australian EPA. Before switching to WA he was involved in the approval of the controversial \$1.5 billion pulp mill in Penola, SA, which some scientists have said will have a disastrous effect on the River Murray. Critics of the mill alleged the proposal was rushed through the approval process without proper assessment.”

Dr Paul Vogel, Chairman, Environmental Protection Authority Extract : Sunday Times (Page 30), 25 Nov 2007

And from the people – True democracy : “As Australia enters another era in its political history, could we pause a moment to reflect on just how fortunate we are to live in such a truly democratic country? We have had a vigorous election campaign and changed our Federal government with minimal rancour or violence (unless you count a slap across the face). Compare that with Pakistan, Palestine, the Philippines, Burma, or just about anywhere else you like to name. Above all, I believe the highlight of the election was the grace, dignity and respect with which each party leader, the victor and the vanquished, referred to the other in their election night speeches. Surely, democracy at its best. I know we will continue to complain about our politicians, and they often deserve it, but at least we are free to do so and may it ever be thus.”

Ronald J. Elphick, Kingsley Resident & Taxpayer Extract : West Australian (Page 22), 27 Nov 2007

It’s much more than the economy stupid : “I felt a strange mixture of sadness and joy after reading Hugh Mackay’s insightful column (1/12). Sadness because we, of all the States, failed to heed the message that was so glaringly obvious to the great majority of our fellow citizens, and joy because of just that fact – we no longer are hamstrung by a Federal Government that has proved many times over that it values the economics of consumerism over the values that have sustained Australia since Federation. John Howard’s Australia, in the 11 years he was in office, became a mean-spirited place in which the first priorities

were the maintenance of fear, polarisation between citizens, enrichment of the few over the many, and duplication of the fundamentally flawed and self-serving American foreign policy.”

“The words of Robert Kennedy should serve as a guide to what could have happened during those 11 Howard years rather than reminding us of what did happen. Those years should not have seen the nonsensical accumulation of unneeded and unwarranted wealth that, in our State particularly, seems to be the only legacy of that dreadful soon-to-be-forgotten period. Kennedy’s words echo to us over the decades, and still provide any country wise enough to listen, a path of harmony among citizens and a blueprint for continued philosophical enrichment.”

“Robert F. Kennedy (1968) : Gross national product ... measures neither the health of our children, the quality of their education, nor the joy of their play. It measures neither the beauty of our poetry, nor the strength of our marriages. It pays no heed to the intelligence of our public debate, or the integrity of our public officials. It measures neither our wisdom nor our learning, neither our wit nor our courage, neither our compassion nor our devotion to country. It measures everything, in short, except that which makes life worth living, and it can tell us everything about our country except those things that make us proud to be a part of it.”

Tim Johnson, Leeming Resident & Taxpayer Extract : West Australian (Page 22), 04 Dec 2007

Indian Ocean Drive gets \$110m funding boost : “Premier Alan Carpenter has today announced an additional \$110 million in funding to ensure completion of the Indian Ocean Drive to Cervantes, after funding was deferred in this year’s state budget. The latest funding relates to Stage Two of Indian Ocean Drive – the 65 km Lancelin-Cervantes sealed coastal road – and means construction can now commence next year, with completion scheduled for 2011. Construction of Stage One – a \$20 million 10 km sealed section from Lancelin to Ocean Farms Estate – is on course to be opened early next year.”

“The significant funding boost brings the State Government’s commitment to the major infrastructure project to \$145million. This new funding enables us to well and truly meet our 2005 (*election*) promise to complete the Lancelin-Cervantes road by 2011, the Premier said. Indian Ocean Drive links communities along the coast from Perth’s northern suburbs to Dongara and will become a major Western Australian tourism, holiday and recreational route. It provides access to excellent surfing and windsurfing, recreational fishing, wildflowers and other natural attractions including the world famous pinnacles in Nambung National Park.”

“Completing this link will accelerate investment and economic development along the coast and will provide drivers with an alternative to the Brand Highway, which is a major freight transport route. Mr Carpenter said WA’s continued economic strength had enabled the funds to be allocated ahead of next year’s Budget. This project is part of our commitment to sharing the benefits of WA’s remarkable resources boom across the community and it will help create new jobs and businesses opportunities for the future.”

Hon. Alan Carpenter MLA, Premier of Western Australia e-News : WA Business News, 04 Dec 2007

City of Albany Annual General Meeting of Electors : “I am speaking tonight on the role of VOICE OF AUSTRALIA in the democratic processes of our society. Voice of Australia is a not for profit and non political group funded only by donations and people’s time. Voice is conducting a referendum on the issue of the Albany waterfront and Emu Point project under the people’s rights to Citizens referendum, Section 128, of the an noted Australian Constitution and by the right of common law. It is a legal democratic process of finding out the will of the people.”

“VOICE was approached and accepted to organize this referendum. The approach was precipitated by the results of the 1998 City of Albany survey; the 2004 UWA survey; the 2007 ARRA survey; all authenticated and legal surveys, and the 3,000 strong petition submitted to council in Mar/April 2007 also legal all being rejected or ignored and in some cases being erroneously or mischievously misused as supporting documents. These surveys and petitions that indicated the will of the people have now been disregarded. The measures put in place in 2001/2002 to protect our natural assets were revoked in 2004 and 2006.”

“The will of the people as determined by this referendum cannot be put aside nor disregarded. As ratepayers and contributors to the structure of this City and it’s viability every-one has a democratic right to be heard and not just heard but to have consideration given to the wishes of the people in decision making that affects each one’s monetary, social and life style expectations. They are in effect shareholders in their own company. Most have a holding of 500,000 dollars. Many have much more. But I will be bold here and say that however we differ we have one strong common bond – we are all passionate about OUR City and we all must have a say on how it is moulded.”

“I now speak on behalf of myself. People must ask their councillors and Council, the Government and LandCorp for more than what we are getting in the way information is being presented. We want 3D modelling and correct information on the visuals of these projects. Artist’s impressions will no longer suffice. Yes we can be fooled by these illustrations but it is not the purpose of our existence to be fooled. It is our purpose to participate actively in what we would like our town to be and to become. We can only do that if we have good informative information. We all asked for development on the foreshore. Not a rich man’s playground.”

“Questions from all sides of the track amount to these :

- ❖ Who will be responsible for the first road train accident?
- ❖ How are you going to manage a disaster at the waterfront with limited access?
- ❖ How does the extra traffic impinge on the capacity of York Street to cope?
- ❖ Why is there no new traffic study been undertaken?

- ❖ Why does the Ashley Street study take lower York Street and Proudlove Parade traffic into account?
- ❖ IGA will be locked out at Proudlove Parade exit. Is there another master traffic plan we haven't been told about yet?
- ❖ Why was the AEC relocated? This is the centre for the people of Albany, is it just being used as a convenience tool for some other agenda. We are using our own building to block out our own views.
- ❖ Who asked the government to spend an outrageous amount on this building when they won't spend it on health or sport in our town ... is the port moving ... what will happen to Grange (*Resources*) 9 hectares and the woodchip's (*APEC, ITC, GSP & TimberCorp*) 6 hectares, no-one will answer these questions.
- ❖ Who tells the tourist we don't care if he didn't get any sleep ... he is leaving tomorrow."

"I know that what we have here in Albany. I see its beauty but I see this beauty being eroded by new by-laws being introduced that cater for development only, not development and the retention of the aspects of the beauty. I see the beauty of a cow; some see the piece of meat. Is that what Albany is, a ripe cow for the slaughter, a piece of meat. A trophy. Or should it be OUR City. Our City of Pride riding a crested wave for all the people of Albany."

Vera Torr, Mt. Clarence Resident & Ratepayer Extract : City of Albany AGM Minutes (Page 5 - Edited), 04 Dec 2007

The time is right, now let's get behind the waterfront : "In this inaugural column from the office of the Mayor of Albany, I want to thank Albany's electors for giving me the honour and responsibility of becoming Mayor. I also thank the *Albany Advertiser* for the opportunity to present a column, to appear on the first and third Thursday of each month. There is no better way to start this enterprise than to encourage all local residents to support Albany's waterfront development, including the location of the entertainment centre."

"I am aware some people feel aggrieved about the location of the centre or the process leading to the current project, but I urge you to move on. In the mayoral election, 70% of electors gave their first preference to candidates who supported the current entertainment centre proposal. Talk of a referendum or legal action to delay or change the project is futile and divisive. The misleading survey now going around the community, presented as a 'referendum', tries to appear official although it is not, and it presents a biased case to gain a pre-ordained result."

"Albany has wanted its waterfront developed for a quarter of a century. We need a new entertainment venue. Albany's entertainment centre will be built on the foreshore and it will become a treasured landmark, with new views of the harbour and an associated buzz of cafes and small shops. Contrary to implications within information accompanying the flawed survey, open space in the Anzac Peace Park will accommodate the Anzac Dawn morning service. Views down York Street will take in the Anzac Peace Park but will not be interrupted by the waterfront buildings."

Mayor Milton Evans, Albany City Council Extract : Albany Advertiser (Page 4), 06 Dec 2007

Trucks take our harbour access : "Geraldton has put in a road especially to their port. It takes the heavy traffic there away from where it ought. Hey, we did that years ago, 35 or more I am told. How cool was that, what clever chaps putting in a truck and road train road. It took the heavy traffic away from all the houses, it didn't wake people up, especially in the grain season. Now years have come, years have gone, the traffic is much heavier. A motel there? Right on that route? You surely must be kidding. Many people, well, they are up in arms. They just can't understand that reasoning. Truck drivers, they just shake their heads – they think it's the silly season."

"Now at the moment, it's not really heavy, a truck with trailers every few minutes, but when the summer comes that road train route surely hums, 130 tonne gross combinations every minute. Day and night, they drive bringing in the grain, wealth into the port and that means tremendous bounty for our region. But now the powers that be have decided in their wisdom, to sell the land, put in something grand, like a motel blocking our vision. Lots of other things to destroy the view, so I suggest to you, get in a large road train carting the grain to give you a different view and vision."

L T E Webb, Albany Resident & Ratepayer Extract : AGS Weekender (Page 8), 06 Dec 2007

Tourism leaders urge major airport for Australia's South-West : "Interstate and international travellers could soon fly directly to Busselton or Margaret River, with a study into establishing a major airport in the area about to be launched. Tourism WA and the Department of Planning & Infrastructure will call for tenders early next year to assess the demand and timeframe for an international standard airport. Tourism WA chief executive Richard Muirhead said preliminary discussions with stakeholders, including airlines, indicated the Busselton-Margaret River area may be able to sustain a domestic airport for direct flights to interstate and possibly an international airport."

"South-West tourism leaders welcomed the move, pointing out more than two million people visited the region last year, 90% in cars, and direct flights would take the industry to the next level. Australia's South-West chief executive Sascha Turner said it would make Busselton-Margaret River a direct leisure destination that could compete with Cairns, the Gold Coast, Broome and Bali. Though Ms Turner believed a new South-West airport would not take tourists away from Perth because it would attract a different market, she said it would help relieve pressure on the already bursting metropolitan terminals where increasing business and mining traffic was limiting leisure bookings."

"Now that WA is in this boom period you've got a lot of other factors, it's not just tourist demand to come to the South-West but you've got Perth basically bursting at the seams whether you're talking about airports or accommodation and all the ducks are starting to line up and say 'hey we need another major centre with air access in this part of the State, she said As well as canvassing demand, the study would investigate infrastructure requirements including runway upgrades, security measures, refuelling facilities and terminal expansions."

“Australia’s North-West chairman Ian Laurance said direct interstate flights to Broome and Karratha had provided a major boost for tourism in the region. It was hoped direct international flights between Broome and Singapore would be established next year. Mr Laurance believed the time was right for Margaret River, as the State’s other iconic tourist destination, to investigate its airport options given it would conservatively take five years to get any services in place. Broome International Airport general manager Nick Belyea agreed but warned it would be an uphill battle to get a viable major airport in the South-West given it lacked significant business and mining traffic to complement tourist demand, its proximity to Perth and its relatively small population base.”

Sascha Turner, Chief Executive, Australia’s South-West Extract : West Australian (Page 9), 13 Dec 2007

Following up – At a briefing session for the Wandree Resort Hotel (Albany) held in June 2007, Richard Muirhead dismissed Smithson Planning’s proposal for the Albany International Airport. Sascha Turner representing the Board of Australia’s South-West Tourism has declined on three occasions to facilitate a briefing session on the Rainbow 2000[®] Project (including the Albany International Airport).

Plan waterfront carefully : “The Mayor has at last come out and shown us his real opinion along with other facts about this waterfront development. I have personally never been against this project but have great concerns about traffic control on the road adjacent to this development. The information about this has been very limited and the only plan I have ever seen was increasing the width of the road from one lane each way to two lanes each way with the outside lanes for heavy road trains going to and from the port and the inside lanes for local (traffic) and tourists going to and from this new development. The latter (tourists) going to and from the foreshore development, will have to cross over the path of heavy road trains, and you can imagine what is going to happen. Since some Government bright spark decided the port access road, Princess Royal Drive, should be re-routed to connect York Street with the foreshore, the mix of heavy and light traffic has been a nightmare. It did not take long before we had a fatality with a young child on his bike go under a truck going to the port area.”

“With the increase of traffic going to and from this new development and the increase in the size and volume of heavy traffic going to the port it will not take long before another fatality happens. I appeal to all politicians, State and local government employees / planners and all of our city councillors not to let this foreshore development go ahead without separating the two mixes of transport. The only way this can happen is to put the port access road underground from the Brig Amity to the slipway / boatshed (Duyfken). Do not be put off by our local polli or our State Minister of this project, or our local-born Premier (Alan Carpenter), or our City Mayor and CEO saying that it would be too expensive. It would be a lot cheaper to build an open cut tunnel before any buildings are built than to do it after, like they have done in Perth.”

“If our Alannah (MacTiernan, Western Australia’s Minister for Planning & Infrastructure) can spend billions on tunnels on her pet train project (Perth – Mandurah Railway), why cannot Albany have a few million from Ripper’s billions of surplus to build a small road tunnel to save a few lives and everyone will be happy. We realise we cannot stop fatalities on our roads but it would be on my conscience for the rest of my life if I did not try to stop a situation that could be prevented beforehand.”

D. Smart, Robinson Resident & Ratepayer Extract : Albany Advertiser (Page 10), 13 Dec 2007

VOICE just an AWAG stunt : “Last weekend’s waterfront referendum will be claimed by its organisers to be ‘the majority will of the people’. However, I believe its results will be biased and should be treated with extreme scepticism (scamticism?) for the following reasons. The lobby against development of the waterfront, AWAG, sought the assistance of VOICE to conduct what is purported to be an impartial referendum, but no details of any professional survey expertise employed are provided. While the survey booth was labelled as a VOICE facility, the ‘... trained VOICE of Australia officials ...’ manning it, were local AWAG promoters.”

“While inviting the ‘whole community’ to have its say, expecting voters to willingly volunteer would have been a more attractive proposition to AWAG supporters. The questionnaire’s design was amateurish, using forceful wording and providing only ‘yes’ or ‘no’ options. ‘Undecided’ and ‘don’t know’ were denied. No attempt was made to obtain equal numbers of responses from young, middle and mature-aged respondents of both sexes. The recently democratically elected City council is the most appropriate body to appoint a reputable Eastern States Market Research organisation.”

Roger Cunningham, Lockyer Resident & Ratepayer Extract : Albany Advertiser (Page 10), 13 Dec 2007

News Corporation : “Free people, Free markets, Free thinking. That’s what we believe in. Confronting the issues; pushing the debate; breaking the story; creating the new format; producing the blockbuster. That’s what we do. We make the stuff that excites, entertains, informs, enriches and infuriates billions of imaginations. We create choice where none existed. And by doing so, we find a voice for people the world over. Today the greatest brand in financial journalism joins up with the world’s most restless global media company. The tradition of editorial excellence of Dow Jones and *The Wall Street Journal* fuses with the agitating and visionary spirit of News Corporation. Together we’ll bring you the issues and the themes that define our time and shape our future. We’re News. Defying conventional wisdom for six decades.”

www.newscorporation.com Advertisement : Weekend Australian (Pages 9-11), 15 Dec 2007

Mr Rudd, stopping climate change starts here : “Action to preserve the remaining areas of natural forest is urgent. While Australian politicians were in Bali to talk about climate change and deforestation (with the rest of the world’s politicians), woodchippers moved into Tasmania’s Styx Valley and giant, 400-year old trees were lost forever. Australia’s forests store huge amounts of carbon. Leaving them in the ground is the quickest and cheapest way to fight climate change. Kevin Rudd’s new government currently supports logging the carbon-rich forests in Tasmania and across south-east Australia. This undermines Australia’s ability to achieve targets to cut greenhouse gas emissions. Helping Indonesia protect their forests is welcome, but ...

Please Prime Minister, take action on climate change now and protect our forests. All Australians can help combat climate change – take the pledge to protect irreplaceable forests today.”

www.wilderness.org.au/pledge Advertisement : *Weekend Australian (Page 14), 15 Dec 2007*

Opposition draws up plan for Fremantle port to head south : “The State Opposition has called for a major reconfiguration of WA’s port facilities and will release a bold plan today to shift almost all Fremantle Port’s freight activity to Cockburn Sound and develop North Quay into a sprawling new residential development. The plan would see a new \$1 billion land-backed port constructed in Cockburn Sound and would include Len Buckeridge’s proposed James Point facilities. The new port would handle all of the livestock and container trade that now goes through Fremantle’s inner harbour, with the construction costs of the new port covered by the sale of land at North Quay for residential development. Opposition Leader Paul Omodei is expected to unveil the plan, one of the Liberals’ key infrastructure projects, in the run-up to the 2009 State election today.”

“It is a stark departure from the State Government’s two-port plan (*Fremantle’s Inner and Outer Harbours*). The Carpenter Government wants Fremantle to remain a working port and has proposed two options for an overflow outer harbour container berth in Cockburn Sound. The options undergoing environmental and planning approval are a 160ha island port design about 1km offshore in Cockburn Sound and a split island / land facility south of the Alcoa plant. If the Government decides to go with the second land / island option, it will end Mr Buckeridge’s plans for a private port because it will block access to James Point. Mr Buckeridge must also wait two years until approvals are completed on the State Government’s two preferred options before he will know if he can start building his port.”

“Shadow transport minister Simon O’Brien said the Liberals’ proposed port at Kwinana between Alcoa and James Point would cater for livestock, bulk cargo and container operations and would be built in three stages. Stage one was expected to take three years to build and would service livestock, bulk cargo and large car carriers by 2011 / 2012. Mr O’Brien said the next two stages would focus on expanding container operations, with the Opposition planning to complete the transfer of operations from North Quay by 2017. Fremantle’s inner harbour would remain a port but would cater for large cruise ships, super yachts, public vessels and ferries. Planning and Infrastructure Minister Alannah MacTiernan said that the scoping document for the environmental assessment of the Outer Harbour Project options was being advertised for public comment.”

Hon. Paul Omodei MLA, Leader of the Opposition Extract : West Australian (Page 10), 18 Dec 2007

Following up – Paul Omodei was deposed by Troy Buswell for Liberal leadership in Jan 2008 – he did not contest the 2008 State election.

Freedom of Information – Third Party Planning Appeals : “Paul Murray properly highlights the misuse of our FOI laws and confidentiality legislation to protect the reputations of incumbent bureaucrats, politicians, and local government councils from having their decisions exposed to public scrutiny. The former FOI commissioner reported the deficiencies of the FOI Act last year to the WA Parliament in the context of her not being able to punish a breach of the Act because there were no provisions in it for her to do so. Only last month a WA local government used the confidentiality provisions of the Local Government Act, inexplicably, to refuse to release the market value of an investment it had made that had been questioned on the basis of it being an employee-related matter under the confidentiality provisions of the Local Government Act.”

“There are plenty of provisions in a variety of WA Acts of Parliament that can be used to protect the reputations of decision makers from openness and accountability. One of the worst examples of this lack of accountability is the continuing failure of successive WA (*State*) governments of both political persuasions to expose unlawful or unmeritorious town planning approvals to appeal by affected third parties.”

Sandra Boulter, Nedlands Ratepayer & Taxpayer Extract : West Australian (Page 22), 18 Dec 2007

Albany Insight – Beyond 2020 City of Albany Corporate Planning Process : “This report outlines a proposed process for the development of a new City of Albany Corporate Plan, to replace the ‘Albany 3D’ corporate plan 2004-2007. The purpose of an organisation’s corporate or strategic plan is to provide the medium to long-term direction; to provide guidance for decision making towards achieving the stated goals; and to promote unity amongst the stakeholders of the organisation.”

“Strategic Plans require regular review to ensure that the direction an organisation takes and the major objectives that it focuses on remain relevant and appropriate. The City of Albany’s first strategic plan was entitled ‘Albany 2020 Charting Our Course’ and was adopted on the 4th July 2000 following the first City of Albany Mayoral & Council elections. Following the Mayoral election in May 2003 ‘Albany 3D’ was developed and was adopted on the 17th June 2003. Following the October 2007 Mayoral & Council elections, a major review of the City of Albany strategic direction is now due.”

“In preparation for the new planning process a comprehensive review of best practice approach to strategic planning (also often called corporate planning) has been undertaken. All best practice approaches commence by determining a strong brand by which the entire process, as well as the resultant plan, is entitled. In determining the name for the new planning process every effort has been made to make it meaningful yet distinctive from previous Albany (*corporate*) plans and those of other organizations. The ‘Albany Insight – Beyond 2020’ brand is proposed.”

“The use of the word ‘Albany’ is self-evident in that it clearly defines it as a plan for Albany. The Macquarie dictionary definition for the word ‘insight’ includes ‘penetrating mental vision or discernment; faculty of seeing into inner character or underlying truth’, and as such describes the comprehensive analysis and visioning processes inherent in the planning process. The words ‘Beyond 2020’ communicate that the plan’s objectives will be medium to long-term in focus. The new plan will be a community driven process and will aim to provide an agreed Vision of the future Albany and a number of priority major

objectives for Albany for the next 15-20 years, with an indication of the community's expectations of the role it wishes its Council to take in respect to each major goal."

Christine Grogan, Manager Executive Services, City of Albany Minutes (Item 14.2.2), 18 Dec 2007

Following up – With the exception of budget estimate, Item 14.2.2, City of Albany Agenda for 18 Dec 2007 pertaining to the Corporate Planning Process and *Albany Insight* bears an uncanny resemblance to Item 14.1.1, City of Albany Minutes of 17 Jun 2003 pertaining to the current Corporate Plan *Albany's 3D Future* (the same officer prepared both reports).

There are now a new group of Councillors, and there is every prospect that a different group of people will emerge from the community to participate. The question remains though – Will the same process, administered by the same bureaucrats produce the same or a different outcome? (Note the dichotomy between comments expressed at the 2007 AGM Electors meeting and the objectives of Albany's 3D Future).

Following up – the City of Albany Draft Local Planning Strategy 2007 does not address Australia's World Heritage Nomination for Convict Colonial Settlement; Renewable Energy Supply; Global Warming & Greenhouse Emissions; Nuclear Power; Indigenous Land Rights (Native Title); Risk Management (Port Access); Peak Oil & Gas; Anzac 2014-18 or the Western Bicentennial 2026-27.

The Solution : "The opinion piece by Chris Mooney and Lawrence Krauss (Science holds the key to saving our world, 17/12) may be an important point to be making in the US, from where the authors wrote, because we know many people and leaders reject the basic science of evolution and climate change and in a sense the US is still grappling with 19th Century philosophical debates. However, what may be a critical point for America does not apply in Australia where the role of science in advising political decisions is well accepted. In fact, science can be only part of the solution to global problems because science always finds out limited truth. The nature of the scientific method is to be as exact as possible at the cost of over-simplifying reality."

Beyond the laboratory or the variables of the computer model comes the task of integrating those exact but limited scientific truths with reality before one can act. That task requires judgement, holism and wisdom. That there are more scientists alive than ever before proves that science alone is not the key to saving the world. In many areas science is creating controversy as much as it is solving problems – think bio-engineering, nuclear energy. Yes, science is one key but it is not enough. To notice our relationship to nature, to value our living planet and accept its limits, and to avoid the distraction of consumerism, are vital too. And to convert that awareness into 'saving our world', an objective and independent media could perhaps be the biggest key of all."

Chrissy Sharp, Balingup Resident & Taxpayer Extract : West Australian (Page 22), 20 Dec 2007

Absurd folly : "It was surprising to see the ghosts of Malthus and Ehrlich reappearing in Malcolm Hine's letter (population folly, 19/12). One can only wonder at his desire to turn the clock back to the 1950s when the population of this country was about eight million. We are reliably informed, and it is patently obvious, that the current resources boom, of which he is a beneficiary, is in danger of foundering because of a lack of skilled personnel. To maintain economic momentum, and because the fertility rate of Australia is currently at 1.8 (*births per woman of child bearing age*) – well below the replacement rate of 2.1 – the Government is forced to resort to migration to meet the short-fall."

"Malcolm Hine, however, advocates the elimination of this. Let us examine the consequences of his proposal. Certainly, under existing conditions, the population of Australia will tend towards his preferred figure of eight million; but at what cost? To the north of us there are about three billion people who, for the most part, are living in overcrowded conditions. Does he imagine for one moment that they will not cast covetous eyes in a southerly direction, especially if, as seems likely, we are no longer protected by the 'nuclear umbrella' currently provided by the US? Or are he and the others who seemingly ignore the lessons of history convinced that planet Earth is a static rather than a dynamically evolving environment? It would be extreme population folly if we were to adopt the proposal he suggests."

John Barich, Australian Family Association (WA) Extract : West Australian (Page 22), 20 Dec 2007

Following up – the People's Republic of China (excluding genocide), is the only country in modern history to institute a successful major population management program with tacit 'community' support – it is, after all, a Communist Regime, but try doing that in the west!

Push to sell North Quay to fund port (relocation) : "The problems faced by Fremantle Port are neither unique nor unforeseen. The inadequacy of the current port site (*Inner harbour*) has long been recognised. The cost of building a new port and associated infrastructure was high and the value of the exiting port land for alternative purposes was low."

"The boom has changed this. The North Quay land is now worth in the vicinity of \$3 billion to \$5 billion for combined residential, commercial and public amenity purposes. This will more than cover the cost of a new state-of-the-art port and transport infrastructure at James Point (*Cockburn Sound Outer Harbour*). The current port site also offers the unique opportunity to architectural redefine the Fremantle-Perth conurbation. The site's commercial value, its location, its clean slate in terms of planning, its access to transport facilities and its historical value offer the capacity to build something on the scale of the Sydney Opera House or a Guggenheim Museum."

"Other cities and ports in Australia face similar opportunities and challenges. The City of Brisbane has moved its port to a new, large and efficient Greenfield site funded by the sale of the old site. Sydney has announced it plans to do likewise. Indeed many cities are doing this around the world. Despite the need and opportunity, the Carpenter Government remains caught in a time warp, committed to maintaining a working port in Fremantle no matter the cost. The Government has begun planning a \$1.3 billion island port at James Point in Cockburn Sound. However, the island port will not solve the problems at North Quay nor free it up for alternative uses."

"The Liberal Party this week entered the debate with a proposal to move the port in full to a land-based location at James Point and build a new transport corridor between the new port and the rail hub at Kewdale funded either by the sale of land at North

Quay and / or private enterprise. It also committed to holding an international competition to determine the site's redevelopment. The debate will be hard fought. Many influential people will go to great lengths to resist change, as did their predecessors in C.Y. O'Connor's day. Indeed, conservative forces are already massing. The debate is one we have to have and will go a long way in determining whether this generation makes the most of the opportunities provided by the boom."

Dr Mike Nahan, Consultant, Chamber Commerce & Industry WA Extract : West Australian (Page 74), 22 Dec 2007

Timber plans an 'excuse' : "Perth company Lignor's announcement on Friday that it would shelve plans for a \$350 million timber processing plant in Albany because of the global credit crisis are 'scurrilous' according to independent analyst Peter Strachan who questioned the viability of the project and believed the credit crisis was a 'convenient' excuse. I would have thought that with the business model Lignor was fairly unsure in any case, and I think blaming the credit crisis is just convenient. It seemed to me that they would always have difficulty raising the capital because the business model wasn't good to start with. Sound business models will always find acceptable credit."

"Lignor acting executive director Graeme Black said yesterday it was disappointing to hear such comments about the project, especially since it had attracted a lot of support and had come 'incredibly close' to going ahead. We had a huge lot of support from ABN Ambro and I'm still optimistic the project will go ahead. Mr Black said the company was going ahead with plans to buy a 13.8ha site in Albany, but would concentrate on opportunities in China in the short-term."

Graeme Black, Acting Executive Director, Lignor Strand Lumber Extract : Sunday Times (Page 66), 23 Dec 2007

Contrary town hurls out road rules : "The people of Bohmte in Western Germany (*Osnabrück, Lower Saxony*) have turned traffic management on its head by getting rid of traffic lights, stop signs and road markings. For years they lived with a problem – thousands of cars and big trucks barrelling along the two-lane main street, forcing pedestrians and cyclists to take cover. The usual remedies – from pedestrian crossings to speed traps – did no good.

"So the people decided to take a big risk. Since September, footpaths have been torn up, kerbs removed and street markings erased in a radical plan to abandon nearly all traffic regulations and force people to rely on common sense and courtesy instead. The contrary approach to traffic management known as 'shared space' is gaining a foothold in Europe. The assumption is that drivers think they own the road and rarely pay attention to speed limits or caution signs. The theory is that removing traffic lights and erasing lane markers will cause drivers to get nervous and slow down."

"Generally speaking, what we want is for people to be confused, Bohmte deputy mayor Willi Ladner said. When they're confused, they'll be more alert and drive more carefully. The European Union has subsidised shared space programs in seven cities in five countries. One of the biggest obstacles was persuading regional traffic bureaucrats to approve the unorthodox approach. Only two traffic rules remained – drivers cannot go more (*faster*) than 50 kmh, and everyone has to give way to the vehicle on their right."

Willi Ladner, Deputy Mayor, Bohmte, Germany Extract : West Australian (Page 37), 26 Dec 2007

President's Message : "The beginning of a new year is always a mixture of past reflections and future anticipations. The year was not without some controversy, particularly in reference to ACCI's strong supportive stand for development of the Albany Waterfront. The planned development will deliver long overdue amenities for the City of Albany's residents and visitors alike, a point not lost on the majority of Albany residents, 70% of who voted for pro-development candidates at the recent Council elections. We look forward to this exciting development transforming the current wasteland."

Gary Cutler, President, Albany Chamber of Commerce & Industry Extract : Newsletter (Page 1), Jan 2008

Please explain – Nuclear powered submarines : "As a former submariner and having been involved in the production of nuclear submarines, I am heartened that the Minister for Defence (*Joel Fitzgibbon MHR*) is planning for the new generation of submarines to replace the present Collins Class. However, I am horrified that an estimated \$25 billion is to be spent on upgraded conventional diesel-driven submarines."

"I concede that the Collins Class submarines are the leaders in conventional submarines, but I must point out that in the worldwide theatre of submarine capabilities they are only second to nuclear submarines whose underwater speed, range and endurance are superior. Why must Australian defence capability take second place when other countries are investing in nuclear submarines? It is time Australians took their heads out of the sand, buried the nuclear bogeyman and joined the rest of the world on an equal footing."

G. Arnold, Riverton Resident & Taxpayer Extract : West Australian (Page 22), 03 Jan 2008

Crude futures hit record US\$100 a barrel on supply concerns : "Oil prices soared to US\$100 a barrel today for the first time ever, reaching that milestone amid an unshakeable view that global demand for oil and petroleum products will continue to outstrip supplies. Surging economies in China and India fed by oil and petrol have sent prices soaring over the past year, while tensions in oil producing nations like Nigeria and Iran have increasingly made investors nervous and invited speculators to drive prices even higher. Violence in Nigeria helped give crude the final push over US\$100. Bands of armed men invaded Port Harcourt, the centre of Nigeria's oil industry yesterday, attacking two police stations and raiding the lobby of a major hotel. Light, sweet crude for January delivery rose US\$4.02 to US\$100 a barrel on the New York Mercantile Exchange, according to Brenda Guzman, a Nymex spokeswoman, before slipping back to US\$99.48. Crude prices, which have flirted with US\$100 for months, have risen in recent days on supply concerns exacerbated by Turkish attacks on Kurdish rebels in northern Iraq and falling domestic inventories."

“However, post-holiday trading volumes were about 50% of normal today, meaning the price move was likely exaggerated by speculative buying. I would imagine the speculators are the biggest drivers today, said Phil Flynn, an analyst at Alaron Trading Corp, in Chicago. It is hard to say whether prices would have risen as quickly on a normal trading day, Flynn said. While crude prices have soared on mounting supply concerns in recent months, speculators have often been cited as a reason for the swiftness of oil's climb. Moreover, many of the concerns about supply disruptions have yet to materialise, but that has not stopped buyers from driving prices higher.”

“Although the (Nigerian) violence has not impacted on oil flow out of the country, it has reignited supply concerns as militant attacks have reduced Nigeria's crude output by roughly 20% since 2006, said John Gerdes, an analyst at SunTrust Robinson Humphrey in a research note. Nigeria is Africa's largest oil producer. Separately, the Organisation of Petroleum Exporting Countries (OPEC) said its member nations may not be able to meet demand as early as 2024, though OPEC also said that deadline could slide (*forward*) by decades if members increase production more quickly. Word that several Mexican oil export ports were closed due to rough weather added to the gains. On top of those concerns, investors are wary that crude inventories fell by 1.8 million barrels last week, which would be the 7th weekly decline in a row.”

“(A decline) is not anything unusual for this time of year, but when it happens for 7 weeks in a row, it starts to add up, said Amanda Kurzendoerfer, an analyst at Summit Energy Services Inc in Louisville, Kentucky. Oil prices are within the range of inflation-adjusted highs set in early 1980. Depending on how the adjustment is calculated, US\$38 a barrel then would be worth US\$96 to US\$103 or more today. The EIA's inventory report, delayed until Thursday this week due to the New Year's holiday, is also expected to show gains in petrol supplies and refinery activity, and a decline in supplies of distillates, which include heating oil and diesel. In other Nymex trading Wednesday, February heating oil futures rose 9.06 cents to US\$2.74 a gallon while February petrol futures climbed 7.92 cents to US\$2.57 a gallon. February natural gas futures advanced 26.7 cents to US\$7.75 per 1,000 cubic feet. In London, February Brent crude rose US\$3.11 to US\$97.58 a barrel on the ICE Futures exchange.”

AAP e-News : WA Business News, 03 Jan 2008

Work set for 2nd stage of waterfront : “Work is set to start on the second stage of the Albany waterfront project, with only environmental approval needed before the marina can be formed. Albany Mayor Milton Evans praised LandCorp's work to rehabilitate the site which will eventually become a major drawcard for locals and visitors to the city. He said a great change had already occurred, and rejected continued criticism of the development. Stage Two civil works include construction of the marina and the widening of Princess Royal Drive to four lanes.”

“The whole area will be integrated from the Brig Amity historical precinct, with an historical, interpretive trail, the Mayor said. Included will be the Migrant Welcome Wall, Bibbulman Track, Anzac Peace Park, entertainment centre and marina with hotel and function centres, cafes, restaurants and shops. I look forward to receiving detailed briefings on the landscaping car park layout and design, and traffic management plan as well as other important aspects of the development. The Anzac Peace Park was an important part of the overall foreshore project and development was planned to start after Anzac Day commemorations. The City could then look towards preparing for the 100th anniversary in 2014 of the departure of the Anzac fleet and the Gallipoli landing (*Anzac Cove, Turkey, 2015*).”

Mayor Milton Evans, Albany City Council Extract : AGS Weekender (Page 1), 03 Jan 2008

Australian Convict Colonial Settlements : “Thank you for your letter seeking my support for the proposed nomination of the Amity Heritage Precinct to UNESCO for consideration for the World Heritage List. Albany contains numerous places that are important to the story of Western Australia's development and its people. The significance of many of these places to the State is recognised through their listing in the Register of Heritage Places. I understand that the Old Gaol and the Residency Museum, which are in the Amity Heritage Precinct, are already on the State Register.”

“The World heritage nomination and listing processes are rigorous, and many nominations have been withdrawn or rejected because they fail the assessment process. For this reason, it is important that the cultural significance of a place is well understood and analysed before it is nominated. As the Amity Heritage Precinct has not yet been assessed or included on any statutory heritage list, it is unlikely that the Australian Government would support a nomination for the World Heritage List before other listings have been achieved. You may therefore want to discuss nominating the Amity Heritage Precinct to the Heritage Council of Western Australia for consideration for the State Heritage Register. Your passionate support for Albany and Western Australia's history and heritage is much appreciated.”

The Hon. Alan Carpenter MLA, Premier of Western Australia Letter : 04 Jan 2008

Following up – The Albany Amity Heritage Precinct is the oldest European settlement location in Western Australia. The buildings and curtilage identified are recognised by the Commonwealth of Australia under the Register of the National Estate, but not the National Heritage List; by the State of Western Australia under the Register of Heritage Places; by the National Trust of Western Australia; by the Australian Council of National Trusts; by the City of Albany under the Municipal Inventory of Heritage Places; and by the Albany Historical Society. It is now 20 years since Sydney 1988, and slightly less than that until Albany's Bicentennial 2026-27.

Following up – Patric de Villiers was appointed Chairman of the Heritage Council of Western Australia in October 2003 and held that position until he resigned in May 2005. Mr de Villiers on behalf of the Heritage Council of Western Australia declined to be briefed on the Rainbow 2000[®] Project (most of the then board members were individually contacted, and none responded to the invitation). The National Trust of Western Australia was briefed in November 2003, and the Albany Historical Society was briefed in September 2004. Despite a specific program launched by the Commonwealth in 2005 to register heritage places of National Environmental Significance, there has been no response by or on behalf of Albany by any of the accredited agencies responsible for heritage management in Australia.

High-rise critics 'second rate' : "Planning guru Professor Peter Newman has lashed out at the 'suburban mentality' of environmental agencies after the WA Turf Club last week said it would scale down its ambitious Belmont Park redevelopment because of intransigence by the Swan River Trust and the decision of the Environmental Protection Authority to do a full environmental review of the project. Professor Newman, who heads the State's most prestigious planning think-tank, the Curtin University Sustainability Project, accused the Swan River Trust of undermining the State Government's own Network City vision which aims to produce high-density living along major transport links. The Belmont Park redevelopment proposed a number of residential towers up to 30 storeys on the northern side of the 73 hectare site which is owned by the turf club."

"There was one key person on the Trust who basically didn't like the project because he thought there should be a dirty big car park on the foreshore so people could drive to the river and have picnics, and he thought he was doing the right thing for the environment. They (the Trust) were saying to me high rise is not good for fish in the river, and I was saying in what possible way? It was like the fish's perception of what urban development should be is low-rise. Despite the project complying with the Government's Network City guidelines, Environment Minister David Templeman last week defended the EPA's decision to refer the proposal for a formal assessment. But Professor Newman said the EPA had overstepped the line. There is an agreement that the environmental agencies have input into planning decisions but to suddenly say we're going to take over planning is a massive issue. We're at a point in our history as a city where we've got to choose to be a city. Second rate is not good enough. If you're going to have active, walkable centres they've got to be (population) dense."

Prof. Peter Newman, Curtin University Sustainability Project Article : West Australian (Page 11), 05 Jan 2008

(Refer also to 'Naysayers rule in opposing Belmont plan' which headlines the Editorial & 'Turf club reins in high-rise plan' from The West 29 December 2007).

Newspapers lead in the battle for accountability : "The effect of electronic publishing has been to fragment the news market, leaving newspapers better placed to delve more deeply into the issues which affect daily life. Importantly, they are more willing to resist the increasing pressure of spin, by questioning and demanding answers from government and corporate leaders keen to keep the public in the dark. Newspapers continue to stand strongly against manipulation and obfuscation and to lead in the essential fight for accountability. *The West Australian*, celebrating its 175th anniversary today, is committed to playing its part."

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 20), 05 Jan 2008

State rejects private infrastructure stake : "The Western Australian Government has no plans to emulate Queensland in calling on private sector investment to help deliver a huge capital works budget despite the mounting pressures on the State's infrastructure program. It was reported yesterday that the Queensland Government was set to embrace more public-private partnerships as Premier Anna Bligh sought 'more flexible procurement and financing options' to deliver that State's \$82 billion infrastructure plan. Ms Bligh's comments come less than a fortnight after the mid-term review of the 2007-08 WA Budget revealed the Carpenter Government faced significant new challenges with its four-year infrastructure program, the estimated cost of which has risen by \$3.5 billion to \$25.1 billion. That rise had a flow-on effect on State debt. Now forecast to peak at \$9.1 billion by 2011, almost \$1 billion more than originally forecast."

"The unprecedented level of activity in the contracting and subcontracting markets in the building and construction industries continues to place pressure on both the cost and operational capacity for the provision of infrastructure, the mid-term review stated. Significant cost pressures and delays in the delivery of projects are occurring in the private and public sectors, and further unforeseen cost increases could arise in the capital works program. However, Treasurer Eric Ripper said yesterday he had no plans to deviate from the traditional State-funded procurement methods in delivering the schools, roads, hospitals, electricity network upgrades and other capital works projects. The entire WA Government capital works program can be financed through standard Government procurement methods using the surplus and if necessary triple-A borrowings through Treasury Corp, Mr Ripper said."

"While Labor produced a December 2002 policy guideline which stated it would 'actively pursue public-private partnerships as a way of delivering infrastructure and ancillary services', the \$190 million (Perth) central law courts complex and the \$220 million (Perth) convention exhibition are the only examples of where the Government has embraced the concept. Mr Ripper said the Economic Regulatory Authority was examining possible private sector participation in the State's water industry. Under-Treasurer Tim Marney said the alliance contracting model, where the Government drew on private sector expertise in the project design stage, was the State's preferred model of delivering infrastructure."

"Mr Marney said alliance contracting had worked well for the Government on the first desalination plant and was also being used on parts of the new Perth-Bunbury Highway. Mr Marney said the procurement strategy for the Fiona Stanley Hospital was still being developed. The mid-term review of the State Budget revealed the estimated cost of the new Murdoch (Perth) hospital had increased by \$669 million to \$1.76 billion, though only \$53 million of that was to be spent within the four-year forecasting period. The mid-term review also included \$18 million in new funding for the creation of the Office of Strategic Projects (under the Department of Housing & Works, not Premier & Cabinet or Finance & Treasury).

Hon. Eric Ripper MLA, WA Treasurer Article : West Australian (Page 11), 08 Jan 2008

Speculators wager on US\$200 / barrel oil price : "The fastest-growing bet in the oil market these days is that the price of crude will double to US\$200 a barrel by the end of the year. Options to buy oil for US\$200 on the New York Mercantile Exchange rose tenfold in the past two months to 5,533 contracts, a record increase for any similar period. Demand from China alone would increase 5.7% to eight million barrels a day as imports expanded to support an economy that was likely to grow 11%, the International Energy Agency (Paris, France) said."

“Oil suppliers are straining to increase production. Saudi Arabia said last week the 500,000 barrel-a-day Khursaniyah oilfield missed a December start date. Brazil’s Tupi field, the second-biggest find of the past two decades, lies more than 8km below the ocean surface and will take at least five years to develop. Petroleos Mexicanos, Mexico’s State oil monopoly, suffered a three-year, 40% decline at its Cantarell field, the world’s third biggest. Fighting in Nigeria has reduced production 11% since December 2005 to 2.18 million barrels a day.”

“We haven’t got to US\$100 on just a whim said Paul Horsnell, head of commodities research at Barclays Capital, London. This is also at the very heart about longer-term concerns that supply capacity investment needs higher prices to keep up with demand growth. But the latest assessment from OPEC, which produces 40% of world oil, tips prices to rise. You will see US\$200 oil in the next five years, said Jean-Francois Tardif of Sprott Asset Management in Toronto, Canada.”

Paul Horsnell, Barclays Capital, London, UK Article : West Australian (Page 36), 08 Jan 2008

Truck access probe : “The validity of legislating all-hours truck and train access to the Albany Port is being researched by Stirling MLA Terry Redman. Mr Redman explained he was researching the worth of legislating continual access after people involved in trade and commerce with the Albany Port raised concerns about development near the port compromising industry growth. As development happens around the port, there is a lot of pressure put on trucks and trains coming (*and going*) at 3am past residences, Mr Redman said. There is currently a memorandum of understanding between the City of Albany and the State Government that there is 24/7 access and I am investigating the merits of legislating it. While he would not comment on the need for legislation, Albany Port chief executive Brad Williamson welcomed the research. Anything that secures access to the port is a good thing, Mr Williamson said.”

Terry Redman MLA, Member for Stirling (Nationals) Article : Albany Advertiser (Page 3), 08 Jan 2008

Following up – The City of Albany’s Town Planning Scheme No.1A (old Town) contains a provision (Clause 4.9), with the intent to protect major roads from inappropriate land use development on adjacent lands. It is a common provision in planning schemes, and provides a pre-emptive non-discretionary exclusion where alternative secondary road access exists. Albany Highway (near York Street) is a major road, but that didn’t stop the City of Albany, the WA Planning Commission or the Minister for Planning & Infrastructure from passing a ‘Planning Policy’ to support redevelopment of the Coles Plaza Shopping Mall in 2004 (no comment from Main Roads or Albany Port).

Peak oil’s harsh realities to hit hard : “Australia’s government, its citizenry and its industry leaders need to prepare for the end of the oil age. Oil will not disappear this 21st century, but its use will increasingly be restricted to high value applications, such as plastics, textiles, chemicals and medicine. During the past 200 years, a rapid growth in Western world economic dominance and a global population explosion can be largely attributed to the impact of cheap energy in the form of oil and spin-off technologies in agriculture and medicine.”

“Unless replacement power sources can be rapidly developed, civilisation will face increasing challenges to maintain the planet’s current population burden without a deterioration of living standards. *Briefcase* believes globalisation of the world’s economy, based on cheap, oil-based transportation, will need to be re-evaluated and some level of re-localisation, especially of food production, is likely to become economically feasible as the decade unfolds.”

Peter Strachan, www.StockAnalysis.com Article : WA Business News (Page 22), 10 Jan 2008

The Nuclear Comeback – it’s scary, it’s expensive, but could it save the world : “In a world living in fear of climate change, the nuclear industry has put its hand up as a solution. It claims that nuclear power generation produces zero carbon emissions, and people are listening. What we’re witnessing is the start of a global nuclear renaissance, with 27 nuclear power stations under construction, and projections for another 136 to be commenced within the next decade. The earth’s electricity consumption is expected to double in the next 25 years and the nuclear industry claims that nuclear power is the only large-scale method of power production that can reliably replace coal, gas or oil-fired power plants. However, many people have an inherent fear of things nuclear. Is it time we learnt to love the split atom? Or, is there a risk that we might be jumping out of the carbon frying pan and into the plutonium fire?”

“This film goes on a worldwide tour of the nuclear industry in search of answers. The Nuclear Comeback visits some of the planet’s most famous nuclear facilities – including inside the Chernobyl control room; it investigates the state of “the grand old lady” of commercial nuclear power – the UK’s Calder Hall; and travels through a nuclear waste repository under the Baltic Sea. The Nuclear Comeback also explores a power plant in Sweden that last year experienced a near meltdown; it tours a uranium mine in Australia; and goes inside one of only two fuel recycling plants in the world. Despite nuclear power’s new environmental merits, detractors claim that its producing a 100,000-year legacy of radioactive waste – for which there is not yet any permanent storage; that the power stations are known terrorist targets; and that the industry has a reputation for accidents, cover-ups and is linked to nuclear weapons.”

Justin Pemberton, www.theTVset.co.nz Extracts : The Cutting Edge (SBS Television), 15 Jan 2008

Following up – For more poignant extracts, refer to our discussion paper on Peak Oil, Gas & Nuclear Power.

Fossil Fuel Alternatives – When our drive to burn more biofuels goes against the grain : “Biofuels are renewable gas or liquid fuels made from plant material. Two common biofuels are :

- ❖ Biodiesel : derived from vegetable oils such as canola or from tallow and can replace diesel or be mixed with diesel
- ❖ Ethanol : derived from feedstocks such as sugar cane, wheat or corn and can replace petrol in modified petrol engines.”

How much do we produce? : “Australia is expected to produce about 100 million litres of ethanol and 50 million litres of biodiesel in 2008. In WA, Construction is due to begin on a major ethanol plant at Kwinana which by late 2009 is expected to produce 176 million litres a year by processing WA wheat.”

What policies govern biofuels production? : “In Australia, a national production target has been set for 350 million litres, 1% of fuel use, by 2010. Two percent of the total volume of petrol sold in NSW must now be ethanol. The WA Biofuels Taskforce has recommended that the State Government introduce a 5% biofuels target by 2010. The Federal Government has spent \$150 million in grants and subsidies to encourage biofuel production.”

What are other countries doing? : “The US uses about 18 billion litres a year of ethanol, but a new energy bill will see that figure triple by 2022. The European Union demands 5.75% biofuel inclusion in all transportation fuel by the end of 2010. Last year, it produced 5.3 billion litres of biodiesel.”

Why should we use biofuels? : “Biofuels play an important role in reducing greenhouse gas emissions from the transport industry, contribute to fuel security and help the development of new industry, particularly in regional areas.”

Growing concerns over subsidies or mandates? : “Doubts are mounting over the environmental and economic benefits of biofuels and the distortion of markets through subsidies or mandates. Of particular concern is deforestation in Brazil, Malaysia and Indonesia to make way for biofuels crops such as palm oil and sugar. The ‘fuel versus food’ debate has pushed grains and oilseeds prices to record levels, which in turn has been blamed for inflating food prices.”

The moral question? : “The world would burn, as a substitute for oil, about 400 million tonnes of food a year by 2020, an amount roughly equivalent to the world’s annual rice harvest or North America’s wheat crop. Biofuels are taking over arable land and farming resources ... The contribution to slow climate change in doing this will be insignificant. I’m not averse personally to agricultural fuels, provided they are made with waste products and things like that. But if you’re burning food and it’s having an (upward) impact on food prices, we really need to think about the morality of that.”

Professor Julian Cribb, Flinders University, South Australia Article : West Australian (Page 18), 18 Jan 2008

“Wheat, corn and canola prices had already jumped this year due to new mandatory biofuel rules in the US which took effect from January 1, 2008. Similarly, the EU is moving towards mandated levels of biofuels and that is causing a rapid escalation (of demand and prices for grain and food). I think it’s going to be very interesting to watch. Those looking at it know that even at the extremes, biofuel won’t be a major substitute for fossil fuels in motor vehicles. There is simply not the volume and capacity there. Food prices in Australia rose 11.9% between September 2005 and September 2007, according to the latest Australian Bureau of Statistics data, more than double CPI inflation of 5.9% in the same period.”

Mick Keough, Executive Director, Australian Farm Institute Article : West Australian (Page 18), 18 Jan 2008

Off Track : “Perth once had a tramway (light rail) system that was a real people mover. However, the road transport lobby was successful in having these tram lines taken up and replaced with buses – even electric trolley buses lost out to the lobby’s diesel buses. Melbourne resisted the lobby and kept their trams to become a transport success story. (Sydney reintroduced both electric trams and a monorail for efficient inner city transport). Perth should take heed of Alannah MacTiernan’s desire for a light rail system including a spur line to the airport, like most of the world’s capitals have. All public transport should be powered by electricity, ideally from a nuclear power generator and failing that the cleanest coal possible.”

Gordon V. Coates, Claremont Resident & Taxpayer Article : West Australian (Page 22), 21 Jan 2008

Case for Cockburn port : “Fremantle Mayor Peter Tagliaferri’s appeal to prevent the export of sealed containers of lead concentrate from the Port of Fremantle proves how foolish was his criticism of recent proposals to relocate that port’s ship loading activities to James Point in Cockburn Sound. Had the State Planning & Transport Minister (Alannah MacTiernan) kept faith with a previous parliamentary agreement for a private port at this locality, the problem facing Mr Tagliaferri’s residential constituents would not exist because the facility would be completed and be the logical place for such exports?”

“He (the Mayor of the City of Fremantle) must recognise that a port is a port and its associated activities are not compatible with residential and urban development, which is surely Fremantle’s future. The State Government, however, continues to retain such arrangements and in fact promote this conflict of interest, as the Mayors of Geraldton and Albany will confirm. The people in and around Fremantle are entitled to the peace and security that would arise from the port’s industrial relocation and the mayor should put them first.”

Hon. Wilson Tuckey MHR, Member for O’Connor, WA Article : West Australian (Page 22), 21 Jan 2008

Following up – So the question is : Was there a ‘parliamentary agreement’ between the State Government of Western Australia and the Commonwealth of Australia relating to the (partial) privatisation and relocation of port handling facilities from Fremantle to Kwinana?, the implication being State Labor reneged on the Federal Coalition, while private enterprise absorbs the costs of ineffectual government.

Our Airport : “The immediate success of its newly opened Terminal Three at Changi Airport has motivated Singapore’s Civil Aviation Authority to seek opportunities to spread its ‘can-do’ expertise elsewhere in the Asia-Pacific Region. The long-suffering users of what is, by comparison, a Third World facility at Perth International Airport, should be praying that this is one of the SCAA’s first partnership or takeover targets. Just as the Singapore Airlines subsidiary Tiger Airways has shown Australian travellers the true meaning of budget flights (excluding cancellation), that same Singapore ability could not fail to make a positive difference to what in 2008, in a State riding a long economic boom, is truly a disgrace in its role as Australia’s Indian Ocean Gateway Airport. Commercially operated as a revenue generator from real estate, retail outlets and exorbitant car parking fees, it

has become obvious that the comfort and needs of those who fly in and out of Perth's ambitiously termed International terminal have become secondary priorities."

"Successive State Governments and their travel and tourism industry stakeholders have spent a great deal of effort, money and time over many years now in futile efforts to win WA a fair share of the booming regional tourism market. Some have died wondering why, like the Perth Convention centre, even after we built it, they (*international tourists?*) did not come. We need look no further than the appalling quality that is the arrival and departure experience at our international airport terminal. Whichever Minister holds the poisoned chalice that is the tourism portfolio (*Hon. Sheila McHale MLA*) this month should be in immediate contact with the Singapore CAA decision-makers and putting a very strong case for Perth's to be one of the first airports to receive their proved expertise."

"Imagine a totally landscaped green year-round Horrie Miller Drive lined with native bushes and trees and without the visual pollution of billboards; imagine an arrivals hall in which claustrophobia is not an early morning arrival curse; imagine comfort, quality and space throughout this ageing facility with air conditioning that always works in summer and heating that always works in winter – and imagine being able to park in covered multi-tiered parking for fair and not exorbitant rates. Singapore creativity and vision, as compared to Perth indifference and enforced tolerance, would give us an international terminal that WA could be proud of – and should already have in a growing and progressive State in 2008."

Graham Hornel, City Beach Resident & Taxpayer Extract : West Australian (Page 22), 22 Jan 2008

Following up – As an aviation expert having seen third world airports including Mumbai and New Delhi, India, Banda Aceh and Medan, Indonesia, if this is a genuine evaluation of the Perth international airport terminal, then the Perth domestic terminal is indescribable. Throw into this mix fuel price and the peak oil and gas business regime over the next decade, then one questions the fuel substitutes for Jet-A1 aviation gasoline, and the likely service impact on long-haul airline routes and aircraft maintenance & safety.

Date set for Peace Park : "Development of the \$2.5 million Anzac Peace Park on the Princess Royal Harbour foreshore will begin immediately after Anzac Day 2008. The City of Albany announced on Tuesday that April 26 was earmarked for work to begin on the ambitious project. It would form an important link in the entire waterfront development extending from the Amity historical precinct to the entertainment centre and *Duyfken* Boat Shed. Albany Mayor Milton Evans said the park would become a world-class attraction highlighting Albany's links with the first Anzacs. We hope the park will inspire contemplation on the futility of human conflict. I am delighted with this. I see this as a wonderful development that I hope the whole community will embrace."

"Albany's strong relationship with the town of Gallipoli and the people of Turkey would be further enhanced by the peace park. Supported by the RSL Albany sub-branch, the park would use 'the departure to war as an inspiration for the arrival of peace'. The original 1.5 hectare site at the bottom of York Street would be extended by another third of a hectare with reclamation and the inclusion of land to the western end of the project. The park would eventually hold at least 5,000 people for Anzac Day commemoration services, well above the previous estimated maximum of 2,000. This is part of the waterfront project that is happening. We have spoken far too long about this, and I just want it to happen."

"A major part of funding for the peace park has come from grants from the WA Department of Planning and Infrastructure (\$250,000), the *Commonwealth* Department of Infrastructure, Transport, Regional Development and Local Government (\$433,000, pending Ministerial review since the federal election), *Commonwealth* Department of Veterans' Affairs (\$30,000) and Lotterywest (\$720,000). The balance would be funded by the City with a further in-kind contribution for services."

"Apart from interpretive information throughout the contoured park, three main features highlight the Anzac connection : a **Memory Wall** as a memorial to the Anzacs; the **Pier of Remembrance** signifying the troop departure and recording the names of those from the Albany convoys who died in World War I; and the **Lone Pine Grove** with Aleppo pines, providing a living connection with the Gallipoli landscape."

Mayor Milton Evans, Albany City Council Extract : AGS Weekender (Page 1), 24 Jan 2008

The Fragile Superpower : "America, the ailing superpower, has fresh evidence about its feet of clay, with the credit crisis supplanting Iraq as the latest malaise of the presidential election season. History shows America's strength is to find inspiration from its past while looking towards the future. This is a watershed election because, on the pivotal issues of foreign, security and economic policy, new solutions and messages are an imperative. There are, however, three irresistible conclusions from the meltdown –

1. It represents an institutional crisis in US capitalism on the lending side and within the central bank with its policy of excessive liquidity for too long underwriting the growth of debt and asset price bubbles;
2. It highlights the declining role of the US in the world economy and the power of China, East Asia and sections of the developing world where growth rates are very high and whose funds are bailing out US institutions; and
3. It will entrench the new US political narrative about the limits to American power arising from strategic and economic setbacks that, in the post-Bush era, will focus on 'getting our own house in order'.

"Get ready for the transformation. The historical critique of Bush will be that he misread the limits to US power and, as a result, is leaving the nation weaker than he found it. A damning legacy."

Paul Kelly, Editor-at-Large Extract : Weekend Australian (Page 19), 26 Jan 2008

Getting over the growing pains : “I actually prefer someone to be on council who has their money where their mouth is. I am financially invested in the city, I want it to succeed. Without property developers, the city would be nothing. We as a local government can't do it on our own. From any vantage point, the flaws in Perth's urban fabric are as evident as its stunning natural assets. Most glaring is that the city barely connects with its beautiful (*Swan*) river : bureaucratic inertia has stalled a dozen plans to liven up Perth's foreshore in the way that Darling Harbour and South Bank did for Sydney and Melbourne.”

“It was a good omen when Scaffidi's October 2007 swearing-in ceremony was attended by two state ministers, including the dynamic Planning and Infrastructure Minister Alannah MacTiernan. I believe I have a much more collaborative approach than my predecessor (*Dr Peter Natrass*). My role is to bring all the players together. You could wallpaper a wall with all the visions there have been out there for the city, she adds with a hint of impatience. We need to put some of them into action.”

Lord Mayor Lisa Scaffidi, City of Perth Extract : Weekend Australian (Page 25), 26 Jan 2008

Strong-arm tacticians : “Morris Iemma may be the NSW Premier but most believe Michael Costa (*Treasurer*) is the driving force behind the Government. Governments by their nature tend to want to control things. The longer they're in government, the further they may go, says law professor George Williams of the University of NSW. Look at the Olympics legislation, the APEC legislation, and the World Youth Day legislation. The frequency of this type of legislation has increased markedly since September 11, 2001.”

“The threat was as typical as the tone. They speak to us as if we're school children, says North Sydney mayor Genia McCaffery, the president of the Local Government Association, reflecting on the attitude NSW Planning Minister Frank Sartor and his senior officials adopt in their dealings with councils in negotiations over changes to planning laws Sartor is proposing. And every time we criticise, says McCaffery, we're told local government is hopeless.”

“Meanwhile Michael Costa is also busy driving the proposal for a partial privatisation of the State's electricity assets for a theoretical \$15 billion, money that will supposedly fund an underground rail system in the western suburbs of Sydney. Surveys suggest 85% of the population is opposed to the sale of utilities, something repeatedly rejected in the past by Labor state conferences. Iemma and Costa expressly ruled it out before last year's state election, waiting until after the federal election to announce they were flogging the electricity assets after all.”

“Last October, the government announced it was stimulating development by changing the law about the so-called (*EPA Act*) Section 94 contributions developers have to make to councils. McCaffery says, the government is proposing that the money from developers can only be used for roads and very basic infrastructure not community facilities like libraries and parks. This is a Costa proposal. It's going to be an absolute disaster. Councils will be less able to provide community amenities, and this is when a third of councils are already broke and most of the rest are struggling, says McCaffery.”

“While all this is going on Sartor is also vowing to streamline planning laws, for instance by allowing people to get building plans approved by a private certifier rather than submitting them to a council. Personally, I like Frank, says McCaffery. He's dedicated. He's got quite a good sense of humour. But in the role of Planning Minister, you have to spend the time to consult with people. And I don't think Frank's got the patience to do that. He is certainly more likely to trust his own advice.”

“The minister can declare a site to be of 'state significance', giving developers the go-ahead on big projects. Under Part 3A of the Environmental Planning and Assessment Act, projects that are objectively of state significance can go to the minister. Brad Hazard, the Opposition's planning spokesman, says of the Government's planning actions : The reality is that anything Frank wants to get his hands on to, he takes. Hazard likes to suggest that the Planning Minister's belief in his own capacity to sort out planning issues exemplifies 'what's wrong with the Government'.”

“Frank Sartor disputes this version of his actions. Most major projects come to the Planning Minister automatically, under a state policy introduced prior to my time as minister. Only a small minority are declared state-significant by me and that's where there is justifiable reason. In any event, under the new system there would be a Planning Assessment Commission which would deal with most state-significant sites.”

Hon. Frank Sartor MLA, Minister for Planning, NSW Extract : Weekend Australian (Page 27), 26 Jan 2008

Following up – Premier Morris Iemma MLA; Deputy Premier & Minister for Finance & Transport John Watkins MLA; Treasurer & Minister for Infrastructure Michael Costa MLC; and Minister for Planning Frank Sartor MLA, are all parliamentary victims of the New South Wales 'Plan B' power privatisation strategy and forced to resign from Cabinet and/or Parliament in September 2008.

Super ideal to provide funds for infrastructure : “In a time of scarce resources and market volatility, public-private partnerships are the best way to fund major projects. The announcement of the country's biggest public-private partnership, the \$7 billion-plus M4 East road network in NSW, coming around the same time the federal government has established the Infrastructure Australia statutory body, heralds a new era in the battle to fix the country's infrastructure mess.”

“The project will be a public-private partnership (PPP) and *The Australian* understands that it will include multiple tollways to entice the private sector to play a role. With roads, rail and water at crisis point, and a deficit of more than \$90 billion in infrastructure spending in Australia, the federal and state governments have little choice but to invite the private sector to increasingly fund more projects. Last Monday, Prime Minister Kevin Rudd created a statutory body, Infrastructure Australia, to audit the nation's infrastructure needs, provide a priority list of targets, and work out ways to tap into Australia's \$1.1 trillion in super funds to bankroll a nation-building program of new roads, ports and water projects.

“In Australia about 3.1% of superannuation money is invested in infrastructure, but much of that is directed overseas due to lack of opportunities in Australia. ASFA, the Australian Superannuation Funds peak body, which represents more than \$880 billion of

funds, says its members are excited by the opportunity to invest in infrastructure. Superannuation funds are starting to get a big appetite for infrastructure assets, whether through direct investments or through an infrastructure fund or trust. For instance, AMP owns 50% of Melbourne Airport, while Westpac, through its Hastings infrastructure funds, has stakes in Melbourne Airport, Perth Airport, toll roads and water assets.”

“VFM chief executive Syd Bone says he would like to invest more of its funds in infrastructure, particularly in Australia, if the opportunities present themselves. Tony Shepherd, the chairman of Transfield Services, one of the biggest infrastructure companies in Australia, applauded the use of superannuation funds to bankroll infrastructure in Australia. Shepherd says, the notion of states running infrastructure is ideologically backward. What is magical about state ownership? We live in a user-pays society. The difference is instead of using our taxes to pay for the infrastructure, we are directly paying for the use and getting a return in our super. What’s wrong with that? It is certainly more transparent.”

Tony Shepherd, Transfield Services Australia Extract : Weekend Australian (Page 38), 26 Jan 2008

UN warns of looming global crisis over water : “United Nations Secretary-General Ban Ki Moon has urged the world to put the looming crisis over water shortages at the top of the global agenda this year and take action to prevent conflicts over scarce supplies. He told business and political leaders at the World Economic Forum in Davos, Switzerland, that the conflict in the Darfur region of Sudan was touched off by drought. And he said shortages of water contributed to poverty and social hardship around the world. Too often, where we need water we fire guns instead. Population growth will make the problem worse. So will climate change. As the global economy grows, so will its thirst. Many more conflicts lie over the horizon.”

“Ban Ki Moon said a recent report identified 46 countries with 2.7 billion people where climate change and water-related crises created ‘a high-risk of violent conflict’. The report was by International Alert, an independent peace-building organisation based in London. Mr Ban told the VIP audience that he spent last year ‘banging the drum on climate change’, an issue the forum also had as one of its main themes last year. He welcomed the focus on water this year, saying the session should be named ‘water is running out’. We need to adapt to this reality, just as we do to climate change. There is still enough water for all of us – but only so long as we keep it clean, use it wisely, and share it fairly.”

Ban Ki Moon, Secretary-General, United Nations Extract : West Australian (Page 32), 26 Jan 2008

UN warns of looming global crisis over water : “Peter Brabeck-Letmathe, chairman and chief executive of Nestlé SA, the world’s biggest food and drink company, said time is still on our side but time is running out, just like water is running out. He said the demand for biofuels was misguided because 9000 litres of water was needed to produce one litre of biodiesel. This can only work because water has no price. If we are going to use 1950 cubic kilometres of water for biofuels when at the same time our ... water reservoirs are already depleted now, you can see that this strategy that we have today (*biofuel supplements*) – and which is backed by all major governments – is not the right strategy.”

Peter Brabeck-Letmathe, Chairman & CEO, Nestlé SA Extract : West Australian (Page 32), 26 Jan 2008

Climate plan back to the Middle Ages : “Moves by the Rudd Government to significantly cut greenhouse gas emissions will needlessly push living standards back to the Middle Ages, former WA Labor senator Peter Walsh has warned. Mr Walsh, who heads the hardline global warming sceptic organisation Lavoisier Group, yesterday labelled the Kyoto hypothesis linking global warming with greenhouse caused by human activity as a ‘hoax’. Mr Walsh, who was finance minister in the Hawke government, said proposed targets to reduce greenhouse gas emissions by 60% by 2050 were unrealistic without substituting nuclear power for coal, or alternatively set the world back on a path to living standards of the Middle Ages.”

Former Senator Peter Walsh, ALP Western Australia Extract : West Australian (Page 11), 29 Jan 2008

Vista – a brilliant future for Geraldton : “What would you like for the Geraldton CBD? A full (*shopping / pedestrian*) mall, and the businesses to turn around and face the new foreshore development. Five-storey buildings should be mixed use with development on the current vacant land to incorporate permanent and short-stay accommodation. What must industry and State do? Industry needs to help create more tourism opportunities. Industry is aware of the need to be environmentally friendly and have community involvement but does not seem to be aware of the tourism aspect. The State needs to position itself for the eventual resources sector slowdown. The income being produced from industry should be placed into infrastructure in the regional areas that are producing that income. LandCorp needs to be more developer friendly if land is to be brought on to the market in regional areas in a timely and cost-effective manner. What is the next hotspot? Geraldton!”

Barry Humfrey, Humfrey Land Developments, Geraldton Extract : West Australian (Page 55), 31 Jan 2008

Rudd calls summit on nation’s future : “Kevin Rudd has called a summit to find answers to what he describes as the 10 critical problems facing the nation. A thousand people will be invited to Parliament House for a weekend summit in late April, where ‘the best and brightest’ will look for answers across a wide range of areas, including the skills crisis and national security. Government, irrespective of its political persuasion, does not have a monopoly on policy wisdom. To thrive and prosper in the future we need to draw on the range of talents, ideas and energy from across the Australian community.”

“Mr Rudd said that for too long policy-making had been focused on short-term outcomes dictated by the electoral cycle, but if Australia was to confront the challenges of the future effectively, it needed an agreed national direction that looked at the next 10 years and beyond. The 1000 people selected to take part will be divided into 10 groups of 100 to examine 10 issues. The areas to be discussed are the economy, economic infrastructure, sustainability, rural industry, health, social inclusion, indigenous people, the arts, governance and national security.”

“The summit will be co-chaired by Mr Rudd and University of Melbourne Vice-Chancellor Glyn Davis. A steering committee will select the participants. Mr Rudd promised the summit would not be a ‘talk-fest for the sake of a talk-fest’ but an opportunity to ‘shake the tree’ and see what suggestions fell to the ground.”

The Hon. Kevin Rudd MHR, Prime Minister Extract : West Australian (Page 6), 04 Feb 2008

Following up – According to national think tank Future Directions International (Copley, FDI), a summit is not a new concept, as outlined in their report *Australia 2050 : An Examination of Australia’s Condition, Outlook, and Options for the First Half of the 21st Century*. Smithson Planning is an associate of Future Directions International, but did not contribute to *Australia 2050*.

Planning codes ‘archaic’ : “The construction of new and well-designed apartment blocks is being hampered by the State’s archaic density based planning guidelines which should be scrapped, Planning and Infrastructure Minister Alannah MacTiernan says. Ms MacTiernan recently outlined her vision for Perth including doubling the city’s permanent population and increasing high density living around traditional high streets and activity hubs in the suburbs. But she said the R-Codes used for decades by town planners and developers as a guide in planning new developments discriminated against multi-storey residential projects.”

“A three-dimensional approach which was friendlier to apartment blocks and allowed the best possible design outcomes was needed rather than one based on density. By focusing just on density we’re not focusing on the best outcomes either for the building itself or for the way in which it interacts with the street (*or the surrounding environment*). The Department for Planning and Infrastructure is advertising for a consultant to develop the new guidelines, which Ms MacTiernan said were likely to be based on models used in Sydney. Developer and former Property Council of Australia (WA Division) president Luke Saraceni (*also a former member of the WA Planning Commission*) said any new guidelines needed to reflect a more flexible approach to design outcomes if it was to promote more multi-storey apartments.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Article : West Australian (Page 12), 04 Feb 2008

Following up – Alannah MacTiernan (Minister for Planning & Infrastructure from 2001 to 2008), following the loss of State government, now serves as the Member for Armadale and Shadow Spokesperson for Regional Development, Strategic Infrastructure & Climate Change.

Governments launch landmark Kimberley planning study : “The federal and state governments will embark on a major planning assessment of Western Australia’s unique Kimberley region, expected to be the most comprehensive study of the region’s values ever undertaken. It will be the first time a federal and state government have agreed to undertake a strategic assessment under the Commonwealth Environment Protection and Biodiversity Conservation Act. We are making sure we understand in advance the region we wish to protect, before choosing a site for future industrial development, Federal Environment Minister Peter Garrett said in a statement today.”

“The Kimberley has outstanding landscapes and wildlife, glorious coastal stretches, and invaluable Indigenous and historic heritage. It also contains massive reserves of oil and liquefied natural gas, of huge economic value to the nation and offering financial benefits to local indigenous communities. Mr Garrett said neither government (*State or Federal*) wanted piecemeal project development, with multiple ports and processing plants along the Kimberley coast. So rather than dealing with a growing number of development proposals in an ad-hoc way and risking the slow destruction of our environment and heritage, we will proactively use federal environment law to ensure that any future development has a minimal impact on the things we love and value.”

“Western Australia’s acting State Development Minister John Kobelke said one of the aims of the study would be to find a single location for a shared industrial hub. The identification of a hub will be followed by a wider strategic assessment of the Kimberley, in consultation with conservation groups, industry and indigenous landholders, Mr Kobelke said. This will give us a detailed picture of all the region’s environmental assets including national and international heritage values. Kimberley Land Council executive director Wayne Bergmann welcomed the joint move. But we would remind them that the informed consent of traditional owners is crucial to the go-ahead for any development of gas resources in the Kimberley, Mr Bergmann said. That includes consultation regarding the location of any processing hub or development plants.”

“Greens Senator Rachel Siewert said her party had been calling for a regional development strategy for some time, and it was crucial that it considered all types of industrial development – not just gas projects. We want to see a single hub that caters for all industries ... We cannot afford to identify and develop a hub site that cannot also handle the siting and transport needs of downstream industries, Senator Siewert said. We do not want to repeat the mistakes of the Pilbara Region.”

Senator Rachel Siewert, Australian Greens (WA) e-News : WA Business News, 05 Feb 2008

Aboriginal Reconciliation – Stop blaming society : “Melissa Walding says people who aren’t Aboriginal will never understand because all they ever do is discriminate (*Apology not that hard, Letters 4/2*). People who are not Aboriginal are predominantly discriminating against Aboriginals out of fear and sad experiences. This morning, three Aboriginal boys ran out of our pharmacy, each holding two cool drinks stolen from the fridge near the front door. This minor incident is a small example of one of the reasons you feel discriminated against. Your people are well and truly over-represented when you look at crime on a per capita / race basis. Sure, you can argue that this is because of past injustices. However, things will never change unless Aboriginals stop blaming the rest of society for all their problems.”

“We need to stop blaming each other and start helping each other to move forward. Your people are capable of decent, law-abiding behaviour just like everyone else. Rather than labelling Australians racists, stop reinforcing the victim mentality so prevalent in your people and start encouraging them to improve their behaviour. If you think I am racist because I have been a victim of Aboriginal crime, and therefore I am very wary of any interaction with Aboriginals, so be it. The truth is that most Australians want to see your people integrate while maintaining your cultural pride. It seems many Aboriginals will fight

integration at all costs, preferring to blame the rest of the world for their problems while actively promoting anti-social behaviour and holding out both hands for government money.”

A. Cathles, Thornlie Resident & Taxpayer Extract : West Australian (Page 22), 06 Feb 2008

Aboriginal Reconciliation – Stepping stone : “Sorry is a word that has power to mend relationships. We ask it of squabbling children; or following war-time atrocities; or rising from early, disastrous national policy. Hence, ‘sorry’ may be personal or communal. In the best traditions, sorry invites forgiveness and leads to reconciliation. Such is the spirit of the Christian season of Lent (starting today), a time of humble recognition of the human ignorance and failure, accompanied by divine mercy. It declares that failure need not determine the future. It contains a commitment to building a new community.”

“Importantly, this model cancels guilt over past deeds; a refusal to keep score. Hence it brings a new accord that ends old labels of ‘victim’ and ‘perpetrator’, similar to South Africa’s truth and reconciliation commissions. Healing is further enhanced where talk of reparations is replaced with a mutual commitment to raise the dignity and life-qualities of those disadvantaged by the past – a cost generously borne. Sorry is a stepping stone on the long pathway of liberation trodden by people of mutual respect and a shared vision.”

G. Sherwood, Edgewater Resident & Taxpayer Extract : West Australian (Page 22), 06 Feb 2008

Aboriginal Reconciliation – I disagree : “Melissa Walding says it shouldn’t be hard to say ‘I’m sorry’. The assumption that non-Aboriginal people in Australia have never known discrimination of any kind shows an appalling ignorance of Australia’s history of the past 200 years. Hundreds of men and women were torn from their homelands (*and families*) and shipped to this colony with no regard to their right of appeal or legal representation. Many migrants and refugees have known discrimination in their own countries because of their colour, race or religion. Right up to the 1960s non-Aboriginal women who became pregnant outside of wedlock were forced to surrender their babies for adoption. So many of us would like to know our ‘real’ grandparents, aunts and uncles. And what of the babies born of donated sperm who also suffer that same vacuum?”

“None of these people has had any financial compensation such as that handed out to Aboriginals over the past 30 years or so. I regard Aboriginals as human beings who have suffered injustices similar to those suffered by many other people throughout history. And I expect them to behave like other decent human beings whose ancestors have been wronged and get on with life and live in the present. I don’t see them as some ‘special’ or ‘superior’ race who require singling out because of past injustices (some of which were carried out with good intentions). I prefer to regard them as fellow travellers, Australians, who are able to reach out to all those in real need. No, I don’t find it hard not to say ‘sorry’.”

R. Hardy, Duncraig Resident & Taxpayer Extract : West Australian (Page 22), 06 Feb 2008

New records set : “Records continue to tumble at the Albany Port (*after earlier being named Lloyd’s Australian Port of the Year 2006*). The Albany Port Authority handled a record 19 vessel calls during January 2008, beating the previous record of 18 ships in one month set in March 2007. Port CEO Brad Williamson attributed the result to the continuing growth in wood chip exports, more cruise ships visits, and increased grain shipments. During 2006/2007, 119 vessels entered the Albany port and trade totalled 3,408,478 tones, giving an average cargo of 28,643 tonnes per vessel. These figures reflect the use of larger ships where the average cargo has increased significantly, and there has not been a big change in the number of vessels.”

Brad Williamson, CEO Albany Port Authority Extract : AGS Weekender (Page 4), 07 Feb 2008

Following up – The Queen Elizabeth 2 (Cunard) visited Albany on March 4 during its final world cruise before heading to Dubai, UAE. Other cruise ships expected in March include the *Oriana (P&O)*, the *Delphin Voyager (Delphin)* and the *Sun Princess (Princess)*. And if / when the EPA approves the Grange Resources iron-ore project, that is expected to double the export tonnage of the port – again!

Property Council backs urban sprawl : “The Property Council has called on the State Government to rethink its approach to Perth’s development, claiming that urban sprawl can be just as environmentally sound as inner-city apartment towers. Joe Lenzo, the executive director for the developers’ lobby group, has sparked a war of words with Planning Minister Alannah MacTiernan by describing the Government’s 25-year plan to contain the majority of new homes in Perth’s existing built-up areas as unrealistic. He said he agreed with the overall idea of Network City (*Perth & the Swan Coastal Plain’s Metropolitan / Regional Development Strategy*), which aims to create more urban-style hubs throughout Perth, but he could not see urban infill projects taking the place of green-fields development on the city fringes.”

“The debate was sparked by a report by the National Property Council’s residential development arm, which claimed that targets for infill development across Australian capital cities were doomed to fail because of the lack of support, high cost and scarcity of suitable land. Even though State governments promote infill targets in their regional plans, there is nothing requiring local councils to support them, the report stated. In fact, trying to gain approval for a medium or high-density housing development in an existing area usually provokes the most vehement of community objections. It’s **NIMBYism** with Viagra and local councils usually respond to those concerns by blocking the development application.”

“Ms MacTiernan said the findings were simplistic and motivated by the development industry’s self-interest. The Minister pointed out that, while land sales on Perth’s fringes had all but ground to a halt, apartments close to the city continued to sell well. This is not something that is being imposed on an unwilling community. The reality is there is a huge market for people to live in more urban environments. She said the point of Network City was to develop urban nodes throughout the suburbs in areas like Armadale and Cockburn Central, not just in exclusive addresses such as Subiaco and East Perth.”

Joe Lenzo, Executive Director, Property Council of Australia, WA Extract : West Australian (Page 36), 08 Feb 2008

Subiaco trams could be sans wire : “Your report on trams (*MacTiernan wants QEII light rail, Post 12/1*) said that ‘the light rail system would need poles and overhead wires, which would mean that many of the trees lining Rokeby Road, Subiaco ... would have to go’. This is not just incorrect – it has been incorrect for nearly a decade. The Melbourne-style trams (from Citadis) can use a new third-rail system, which is only powered while the tram is covering the rail. First used in Bordeaux, France, in the year 2000, it will be used in Reims, Angiers and Orleans, and is apparently being considered by Melbourne. While more expensive than overhead wires, it could be used just on the Rokeby Road strip to save the aesthetics of this section – if this is considered necessary (*or desirable*).”

Conrad Drake, Resident & Taxpayer, Wembley Downs Extract : Subiaco Post (Page 32), 09 Feb 2008

Buckeridge takes port fight to court : “Billionaire Len Buckeridge has vowed to seek an injunction to prevent the Fremantle Port Authority building a new port near Kwinana as the long-running feud between the building magnate and the State Government intensifies over his plans for a private port on the site. The Port Authority is investigating building a \$1.3 billion new port in Cockburn Sound by 2014 to double the container capacity provided by the *Fremantle* inner harbour. Kerry Sanderson, the Fremantle Port Authority’s chief executive said the preferred option is a 1.2km long ‘island port’ created by reclaiming an old dumping area about 1km off the coast, which it (*the FPA*) claims would not affect Mr Buckeridge’s plans to build a private port at nearby James Point.”

“But the second option, being investigated at the insistence of the State Government, is a traditional port that overlaps the James Point site, stretching 1km north along the coast. Public comment on the State Government’s two preferred options for the Kwinana Quay project closed last week with 15 submissions received. Mr Buckeridge ignored that process in favour of legal action. I think the intent is to ride roughshod over us and ... we’d rather get this into an open court. It is a scurrilous document which pays virtually no attention to the James Point agreement with the (previous Court) State government – they have a plan of it (*the James Point private proposal*), and they have conveniently put theirs over the top of it.”

“The Buckeridge-led James Point consortium had signed a memorandum with the Court government and has one year left of a five-year environmental approval. Planning and Infrastructure Minister Alannah MacTiernan has previously said she would not approve the proposal until after the Kwinana Quay decision was made. We govern for all West Australians and it is imperative we have first-class export facilities, the Minister said last week. We will always recognise Mr Buckeridge’s legal entitlements, but advancing his financial position is not our primary goal. Fremantle Ports is planning 38 environmental studies of the island and land-backed options.”

Len Buckeridge, James Point Pty Ltd Extract : West Australian (Page 4), 11 Feb 2008

National Apology to the Stolen Generation : “Today we honour the Indigenous peoples of this land, the oldest continuing cultures in human history. We reflect on their past mistreatment. We reflect in particular on the mistreatment of those who were stolen generations – this blemished chapter in our nation’s history. The time has now come for the nation to turn a new page in Australia’s history by righting the wrongs of the past and so moving forward with confidence to the future.”

“We apologise for the laws and policies of successive Parliaments and governments that have inflicted profound grief, suffering and loss on these our fellow Australians. We apologise especially for the removal of Aboriginal and Torres Strait Islander children from their communities and their country. For the pain, suffering and hurt of these stolen generations, their descendants and for their families, we say sorry.”

“To the mothers and the fathers, the brothers and the sisters, for the breaking up of families and communities, we say sorry. And for the indignity and degradation thus inflicted on a proud people and a proud culture, we say sorry.”

“We the Parliament of Australia respectfully request that this apology be received in the spirit in which it is offered as part of the healing of the nation. For the future we take heart; resolving that this new page in the history of our great continent can now be written. We today take this first step by acknowledging the past and laying claim to a future that embraces all Australians. A future where this Parliament resolves that the injustices of the past must never, never happen again.”

“A future where we harness the determination of all Australians, indigenous and non-indigenous to close the gap that lies between us in life expectancy, educational achievement and economic opportunity. A future where we embrace the possibility of new solutions to enduring problems where old approaches have failed. A future based on mutual respect, mutual resolve and mutual responsibility. A future where all Australians, whatever their origins, are truly equal partners, with equal opportunities and with an equal stake in shaping the next chapter in the history of this great country, Australia.”

The Hon. Kevin Rudd MHR, Prime Minister Extract : West Australian (Page 6), 13 Feb 2008

Apology to Australia’s Indigenous Peoples : “Today our nation crosses a threshold. We formally offer an apology. We say sorry to those Aboriginal people forcibly removed from their families through the first seven decades of the 20th century. In doing so, we reach from within ourselves to our past, those whose lives connect us to it, and in deep understanding of its importance to our future. We will be at our best today and every day if we pause to place ourselves in the shoes of others, imbued with the imaginative capacity to see this issue through their eyes with decency and respect.”

“This chapter in our nation’s history is emblematic of much of the relationship between Indigenous and non-Indigenous Australians from the arrival of the First Fleet in 1788. It is one of two cultures: one ancient, proud and celebrating its deep bond with this land for some 60,000 years; the other, no less proud, arrived here with little more than visionary hope, deeply rooted in gritty determination to build an Australian nation for not only its early settlers and Indigenous peoples but also those who would increasingly come from all parts of the world.”

"Whether Australian by birth or immigration, each one of us as Australians has a duty to understand and respect what has been done in our name. In most cases we do so with great pride, but in others it is with shame. In brutally harsh conditions, from the small number of early British settlers, our non-Indigenous ancestors have given us a nation the envy of any in the world. But Aboriginal Australians made involuntary sacrifices, different but no less important, to make possible the economic and social development of our country today. None of this was easy. We cannot, from the comfort of the 21st century, begin to imagine what they overcame – Indigenous and non-Indigenous – to give us what we have and make us who we are. We do know, though, that language, disease, ignorance, good intentions, basic human prejudices and a cultural and technological chasm combined to deliver a harshness exceeded only by the land over which each sought to prevail."

"And as our young nation celebrated its Federation, formality emerged in arrangements and laws that would govern the lives of Aboriginal and Torres Strait Islander people. The new nation's Constitution, though, would not allow for the counting of 'natives' or for the Commonwealth to pass laws in relation to Aborigines. Protection boards and reserves were established. Aborigines in some jurisdictions were excluded from public schools, episodic violence in race relations continued, assimilation underwrote emerging policies and churches heeded their Christian doctrine to reach out to people whom they saw in desperate need. Though disputed in motive and detail and with varying recollections of events by others, the removal of Aboriginal children began. In some cases, government policies evolved from the belief that the Aboriginal race would not survive and should be assimilated; in others, the conviction was that 'half-caste' children in particular should, for their own protection, be removed to government and church run institutions where conditions reflected the standards of the day. Others were placed with white families whose kindness motivated them to the belief that rescued children deserved a better life."

"Our responsibility, every one of us, is to understand what happened here, why it happened and the impact it had on not only those who were removed but also those who did the removing and supported it. Our generation does not own these actions, nor should it feel guilt for what was done in many, but certainly not all, cases with the best of intentions. But in saying we are sorry, and deeply so, we remind ourselves that each generation lives in ignorance of the long-term consequences of its decisions and actions. Even when motivated by inherent humanity and decency to reach out to the dispossessed in extreme adversity, our actions can have unintended outcomes. As such, many decent Australians are hurt by accusations of theft in relation to their good intentions."

"In offering this apology, let us not in our language and actions create one injustice in our attempt to address another. Let no-one forget that they sent their sons to war, shaping our identity and place in the world. One hundred thousand Australians in two wars alone gave their lives in our name and our uniform, lying forever in distant lands, silent witnesses to the future that they have given us. Aboriginal and non-Aboriginal Australians lie alongside one another. These generations considered their responsibilities to their country and one another more important than their rights. They did not buy something until they had saved up for it, and values were far more important than value. Living in considerably more difficult times, they had dreams for our nation but little money. There was a mesh of values enshrined in God, King and country and the belief in something greater than yourself. Neglectful indifference to all that they have achieved while seeing their actions in the separations only, through the values of our comfortable, modern Australia, will be to diminish ourselves."

"Today our nation pauses to reflect on this chapter of relations between Aboriginal and non-Aboriginal Australia. In doing so, however, given that there are so many Australians who, perhaps unusually today, are focused on Aboriginal issues, spare a thought for the real, immediate, seemingly intractable and disgraceful circumstances in which many Indigenous Australians find themselves today. As we meet and speak in this parliament, Aboriginal Australians continue to die long before the rest of us. Alcohol, welfare without responsibilities, isolation from the economic mainstream, corrupt management of resources, nepotism, political buck passing between governments with divided responsibilities, lack of home ownership, under-policing, intolerance by authorities and neglect and abuse of children that violates all for which we stand all combine to see too many Aboriginal and Torres Strait Islander people living lives of existential aimlessness."

The Hon. Dr Brendan Nelson MHR, Leader of the Opposition Hansard, 13 Feb 2008

Following up – While Prime Minister Kevin Rudd and Opposition Leader Brendan Nelson apologise to the stolen generation in Canberra, Premier Alan Carpenter announces to CEDA the \$300 million Perth Waterfront Project (in addition to the Albany, Bunbury, Geraldton and Exmouth successes of LandCorp). And by the way, the WA government said 'sorry' in 1997. So what changes? That's the question.

Government announces new \$300m city foreshore plan : "WA Premier Alan Carpenter yesterday announced a \$300m Perth Waterfront Project aimed at rejuvenating the city foreshore entertainment area. The \$300 million Perth Waterfront Project follows last week's announcement that the (State) Government would build the \$1.1 billion outdoor stadium at Subiaco and a \$506 million museum at the East Perth Power Station site. Planning and Infrastructure Minister Alannah MacTiernan said the project would ensure the city's premier entertainment venue was linked to public transport and a brilliant urban environment. The first phase of development will include cafes, bars, shops and offices for thousands of employees, residential dwellings and housing. The public open spaces will be outstanding and particular attention will be paid to creating high quality streetscapes."

"The final Northbridge Link master plan will be released shortly. It was developed by the East Perth Redevelopment Authority (EPRA) in partnership with the City of Perth and the Public Transport Authority (PTA) following extensive community and stakeholder consultation. The State Government will be in discussions with the City of Perth to finalise land development and timing issues. The government also announced a commitment to initial works of the Northbridge Link Project, bringing Perth's CBD and Northbridge together."

"Mr Carpenter said the Government had allocated \$9 million to develop land along Wellington Street near Perth Arena as public open space and for mixed, commercial, residential and tourism uses. The money would be used to create a genuine forecourt for

the Perth Arena, an upgrade of Wellington and Milligan Streets and a road transport link that would allow the long-awaited redevelopment of the (*old*) Perth Entertainment Centre site.”

“It would also open up the potential of the parcel of land which separated the Perth Arena and the old entertainment centre – which the Government hoped would become a new hotel for Perth. The Northbridge Link project will bring new vitality and activity to Perth, stimulating private sector investment in the city and helping to reinvigorate Northbridge and the Cultural Centre. This initial development, which covers 6.3ha from the Perth Arena to the Entertainment Centre, is expected to attract investment in excess of \$600 million. Land development as part of the State Government’s role in the project begins in 2008-09, and is expected to be completed in 2012.”

Hon. Alan Carpenter MLA, Premier of Western Australia e-News : perthnow, 13 Feb 2008

Following up – Did Premier Alan Carpenter lead an official WA trade mission to India, and travel specifically to Mumbai (the Gateway to India), to meet with our client, Shapoorji-Pallonji Mistry? What advice did the Premier give our client who was looking to invest \$100m? On behalf of all Western Australians, and Albany in particular, did the ex-Premier tell the Indian billionaire what he could do with his money?

ABS releases environmental snapshot : “A report by the Australian Bureau of Statistics (ABS) reveals there has been little growth in the production of renewable fuels over the past 30 years, and Australians continue to be high greenhouse gas emitters. The ABS 2008 Year Book (Page 556) found non-renewable fuel production has gone up more than 400% with little growth in renewables. Black coal accounts for almost half (49%) of Australia’s total primary energy production, followed by uranium (28%), natural gas (10%) and crude oil (5%), while renewable energy made up just 2%.”

“The report finds that solar energy use in Australian households is primarily for heating water (4% of households), particularly in the NT (42% of households). The most recent figures show Australians emit more than 17 tonnes of carbon per person, compared with an OECD average of just over 11 tonnes. Domestic water consumption accounts for 11% of water consumed in Australia in 2004-05 compared with agriculture which used 65%. Australian households reduced their water consumption by 8% between 2000-01 and 2004-05 (from 2,278 giga-litres to 2,108 giga-litres). The report finds that almost all households in Australia (99%) recycle or reuse waste at home, compared with 91% ten years ago. The use of public transport to get to work has risen little over 10 years – up just 2% to 14%.”

e-News : EnviroInfo Newsletter, 14 Feb 2008

Following up – The only operating Nuclear Power Plant in Australia is based at Lucas Heights, Sydney, NSW. It does not produce energy for the domestic or industrial market (focus is research & medical supplies), so the validity of Uranium (28%) is questionable.

Property industry calls for foreshore development authority : “The Property Council of Australia has called on the state government to engage property owners, developers and financiers in the early stages of its \$360 million Perth Waterfront redevelopment, by establishing a development authority to steer the project. More than 11.3 hectares of Esplanade land will be sold to developers under the proposal, which aims to transform the foreshore strip west of Barrack Square into a mixed-use residential, commercial, hotel and entertainment precinct by 2015. In welcoming the significant private sector role in the iconic project afforded by the government, PCA (WA) president Ian Armstrong said the Perth Waterfront project would only work if there was early engagement with the private sector.”

“The Property Council of Australia calls on the state government to establish a development authority to steer the project and liaise with the private sector. Development authorities have an excellent record of delivering iconic and complex projects similar to the scope of the visionary Waterfront Project. There is plenty of enthusiasm for the development of Perth’s foreshore in the private sector. But we should not underestimate the complexities involved, including the creation of new land titles, bottlenecks in the planning process, the involvement of a range of environmental agencies, and the interaction with adjacent property owners. The best way to deal with this complex process is to establish a development authority that can cut through the complexities and bring together all the stakeholders.”

Ian Armstrong, President Property Council of Australia e-News : WA Business News, 14 Feb 2008

Property industry calls for foreshore development authority : In a separate announcement today, the Urban Development Institute of Australia WA said the key to the project’s success would be a streamlined approvals process that would provide surety of timelines for developers when they considered the feasibility of their investment. UDIA WA president Warwick Hemsley said an approval delivery model involving a special Act of Parliament was worthy of consideration. Such an act could provide for appropriate consultation and safeguards but ensures co-ordination and timeliness are not jeopardised. Waterfront developments have been universally successful and this is Perth’s opportunity to create a development for all Perth residents. Mr Hemsley said the institute was pleased to see the high level of cooperation between the state government and the City of Perth.

Warwick Hemsley, President Urban Development Institute Australia e-News : WA Business News, 14 Feb 2008

Following up – Warwick Hemsley (Peet & Co. Ltd) was elected President of the WA Chamber of Commerce & Industry in October 2008.

Good vision – Perth’s Waterfront Project : “The State Government’s new plan to rejuvenate the city foreshore looks impressive, but most West Australians will wonder whether it will happen. Many foreshore plans have been proposed over the years, but they were never implemented because of petty politics and lack of government resolve. Under the latest plan, \$300 million of taxpayers’ money will be spent on new roads, bridges and man-made river inlets. Cafés, bars, shops, offices and residential dwellings will be part of the development. The foreshore, with its spectacular river views, cries out for some development to enhance the area’s beauty. Let us hope this plan goes ahead – provided there is guaranteed public access to the foreshore and sensible limits on high-rise buildings.”

Sam Weir, Editor Editorial : Sunday Times (Page 85), 17 Feb 2008

Citizen's Initiated Referendum – Albany Waterfront Project : “Those persons that participated in the V.O.I.C.E. referendum (as registered on the WA State Electoral Roll) were asked to respond to the following questions (excludes Parts 2 and 3) :

- a. Do you want to stop the AEC (Albany Entertainment Centre) and other high rise buildings being built on the foreshore?
- b. Do you want to keep the harbour views from Stirling Terrace (Stirling Club to York Street)?
- c. Do you want the foreshore land be retained for public use and never sold?
- d. Do you want the AEC to be built in a location that is not on the foreshore?
- e. Do you want the existing ANZAC Park to be retained in its current form?
- f. Do you want the foreshore lands west of the Jetty to be a recreational parks area?
- g. Do you want the wooden section of the heritage town jetty to be maintained and to stand apart from the proposed boat harbour groyne?
- h. Do you want foreshore buildings to be on one level only and located east of the jetty?
- i. Do you want a Marina that is first approved by the people of Albany?
- j. Do you want to stop Emu Point bushland Lots 1512 and 1523 from being developed and sold?”

“Councillor Price has advised that there is no documentary evidence to support the contention that a majority of the City of Albany electors support the proposed foreshore development in its present form. The results of the V.O.I.C.E. conducted referendum were unknown at the time this agenda item was prepared. It is emphasised that Councillor Price is simply seeking Council endorsement to have the results of the referendum considered and responded to at the next meeting of Council.”

“Of the questions raised in the referendum, A to D, F and H are matters that would be addressed by Council revoking the current Foreshore Structure and Precinct Plans and redrafting those documents (Council may also have to address the underlying zoning of the land as “Foreshore Development Zone”). Any replacement document(s) would need to be adopted under the provisions of the City of Albany Town Planning Scheme 1A. The Structure Plan attracted 22 submissions when it was advertised in 2006 and the Precinct Plan received 158.”

“Question E deals with the development plan and the funding arrangements secured by the City of Albany for the ANZAC Peace Park. Reviewing that plan would compromise funding that has been secured. Question G relates to the method of construction of the proposed marina groyne and would require a review of the environmental and heritage work that has been undertaken on that construction solution. The accelerated deterioration of the jetty timbers would also need to be addressed.”

“Question I seeks community involvement on the design of the marina which is to be managed by the State Government. Question J seeks to remove the right of the State Government to pursue the process of undertaking legitimate planning investigations to determine if the land at Emu Point, that has been zoned ‘Future Urban’ for approximately two decades, is capable of being used for that purpose. If Council agrees to consider the results of the Citizen’s Initiated Referendum, Council will need to also determine what actions, if any, it is capable of putting in place to respond to the issue(s) raised.”

Robert Fenn, Executive Director Development Services, City of Albany Minutes (Item 16.1) : 19 Feb 2008

Motion : “That at its March 2008 meeting, Council consider and respond to the results of the Citizen’s Initiated Referendum on the Albany Waterfront Project conducted by V.O.I.C.E. of Australia.” Motion Lost 4-9.

Moved Cr. Price (Frederickstown), 2nd Cr. Bostock (Breaksea), City of Albany Motion (Item 16.1) : 19 Feb 2008

Following up – The V.O.I.C.E. Australia referendum on the Albany Waterfront Project was carried out over three months at multiple Albany locations. It achieved an 11.5% participation rate of the 22,813 register electors on the State Electoral Roll for the Municipality of the City of Albany; approximately 75% of the participants indicated they opposed the waterfront development in its current form.

Following up – A vocal (at times heated), twice extended community statement / question period was followed by passionate speeches for the motion by Cr. Dot Price (Frederickstown 2011), Cr. Jill Bostock (Breaksea 2011), Cr. Robert Buegge (Kalgan 2011), and Cr. Roland Paver (Vancouver 2011), high-lighting democratic principals and the need for local government elected representation of the ratepayers.

Following up – Equally passionate speeches against the motion were given by Cr. Daniel Wiseman (Breaksea 2009) and Cr. Joy Matla (Yakamia 2011), emphasising the cost of delaying / derailing the Albany Waterfront Project to future city & regional development. The Mayor Milton Evans (2011), Deputy Mayor Cr. Des Wolfe (West 2011), and Cr. Nicolette Williams (West 2009), Cr. Chris Morris (Frederickstown 2009), Cr. Kim Stanton (Vancouver 2009), Cr. Gordon Kidman (Yakamia 2009), and Cr. John Walker (Kalgan 2009) also voted against the motion.

Following up – Council elections (all positions) were held in October 2007, and achieved between 47-55% participation rate. Three of the five mayoral candidates (including the new Mayor) supported the Albany Waterfront Project, and collectively achieved about 70% of the votes cast. The State Labor Government and Member for Albany Peter Watson MLA were elected in 2001 and then re-elected in 2005 on the commitment / promise to deliver the Albany Waterfront Project. The next State election was scheduled for late 2008 or early 2009.

\$3b in private funds tipped for Waterfront : “The Perth Waterfront Project will attract up to \$3 billion of private sector investment and create more than 25,000 jobs, according to figures released yesterday by LandCorp (the State Government’s land development agency). The ambitious vision will increase the working and residential population in the precinct by almost 30,000 people, consisting of 21,500 office employees, 1650 retail and hospitality workers, 650 hotel employees, 1200 people employed in cultural activities and 5,000 new residents. By comparison, the Perth inner-city residential population is about 12,500 and the working population is 98,500 people.”

"To house this new mini-city on the foreshore, there will be an extra 320,000sqm of office space, 55,000sqm of hospitality and retail outlets, 900 more hotel rooms, 12,000sqm of cultural amenities and 3000 extra apartments. And to build the vast complex on the foreshore and river itself, there will be recruits to more than 5000 construction jobs and an estimated 25,000 ongoing jobs in the area. The new development will need a gathering place – a central hub – for the people of WA, LandCorp chief executive Ross Holt said. As such it will provide opportunities for the commercial sector, including retail, services, hospitality including restaurants, cafes, bars, and short-stay / hotel accommodation, recreational pursuits, and office space."

"The proposed residential component would take the form of apartments, helping boost the inner-city residential population and help enliven the city. Comparable areas include Melbourne's Southbank, Docklands and Federation Square or Sydney's Circular Quay or Darling Harbour. LandCorp, which will deliver the project on behalf of the State Government, estimates the Government's investment of \$300 million in Stage 1 will leverage a collective private sector investment of \$2billion to \$3billion. The \$300 million is expected to be recouped through land sales to the private sector which may then be channelled back into infrastructure and public services."

Ross Holt, CEO LandCorp Extract : West Australian (Page 62) : 20 Feb 2008

Following up – This is exactly the same methodology outlined in the Rainbow 2000[®] Project Financial Strategy for Albany's waterfront in 1997, and which has subsequently been applied to Bunbury, Busselton, Mandurah, Geraldton, Exmouth and as proposed for Fremantle.

Debate rages on Carpenter's Swan plan : "WA Premier Alan Carpenter vision for the city's Swan River foreshore has polarised the community, with hundreds of comments on the State Government's Perth Waterfront website debating the plan's merits and questioning its appropriateness for the site. www.Perthwaterfront.com.au homepage had received 21,127 hits by 5pm Tuesday – six days after it went live, shortly after the Premier announced the radical plan. Almost 800 comments have been posted on the website, with many welcoming the plan while others questioned its appropriateness for Perth. A further 1177 comments have been left in response to the original posts."

"While most responses are favourable, the feedback for and against is strongly worded. "I am not anti-high-rise or anti-development, but surely we can do better than produce this ugly blot on the landscape." "Awesome, but why do we have to wait until 2012 to start? Perth needs this to start as soon as possible!" "Just get on with the development, Perth is disgusting at the moment – if you started tomorrow it wouldn't be soon enough (so) please fast track this long over-due work." "Perth is not Dubai ... luckily! Please don't destroy the beautiful Perth waterfront with this insane bull****!"

"Planning & Infrastructure Minister Alannah MacTiernan said the feedback had been really positive across the age spectrum. I think the reason is it is being done intensively, rather than not being able to be bold enough because it has been spread out over a large area. Among the comments, the swan-shaped island stands out as a subject of derision. "I love the idea of the development – but the swan island must go, hideous, we'll be a laughing stock." "It's so tacky that it could actually be awesome" and "(It is) just something to look at on Google Earth"."

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : West Australian (Page 3), 21 Feb 2008

Belmont hiatus ripples spread – WA Turf Club's Waterfront Development : "Minister MacTiernan was furious when the WA Environmental Protection Authority (EPA) moved to full (environmental) assessment and suspected that the authority had simply accepted the Swan River Trust's (SRT) view of the project (Belmont Park Racecourse Redevelopment), which was that the WA Turf Club should hand over a lot more of its land for public open space even if for the past 55 years there has effectively been no public access to the racecourse foreshore."

"I am sure you will be aware of the correspondence from the Deputy Chair EPA to the Chairman WA Planning Commission (WAPC) dated November 28, 2006 and the subsequent discussions between the WAPC, EPA and SRT which suggest that the EPA may not have taken an independent and objective assessment of the environmental impacts of the proposal, Alannah MacTiernan wrote to David Templeman last October 2007. It seems to me that the Swan River Trust came to a view that the foreshore reserve is inadequate without any proper assessment."

"Remember this was on a site which currently does not have public access, and where (under the proposal) residents would have had 11.5 hectares of (under) boardwalk over 3km of rehabilitated river foreshore and up to 25ha of recreational ground available inside the racetrack. No wonder Ms MacTiernan was dumbfounded by the attitude of the two agencies which, as she predicted, has now scuttled what was to be a cornerstone of her Network City vision. The Turf Club, meanwhile, will be interested to see if the EPA and the SRT demand similar recreational and conservation areas on the Perth foreshore before approving the State Government's grand plan."

Hon. Alannah MacTiernan, Minister Planning & Infrastructure Extract : West Australian (Page 21), 21 Feb 2008

Opposition urges State nuclear rethink over climate change : "Nuclear power should be considered if tough targets for cutting greenhouse gas emissions were to be met. WA's Shadow energy minister John Day, said the Carpenter Government needed to accept nuclear energy as a part of the long-term solution and reconsider its outright opposition (to uranium mining and nuclear power generation). The call came after the Rudd Government's chief climate change adviser Ross Garnaut said last week that Australia might need to slash emissions as much as 90% by 2050 to avert the effects of climate change. Nuclear energy use in WA itself can't be ruled out in the long-term. We don't think there's a case for it in the foreseeable future ... but you certainly can't close the door on it forever."

"But Mr Day warned that a reduction of the proportions outlined by Professor Garnaut would require widespread support which included other countries that significantly contributed to greenhouse gas emissions. It (Australian reduction targets) would be largely pointless unless there was going to be substantial change or reduction also in other much larger economies, including

China and India. It was in WA's interests to start mining uranium now ahead of expected advancements in carbon sequestration and renewable energy sources such as wind and solar power."

"Federal Opposition climate change spokesperson Greg Hunt said the coalition would only embrace nuclear power if it attracted bipartisan support, widespread community backing and the economics made sense. Gary Wood, state secretary of the mining & energy division of the Construction, Forestry, Mining and Energy Union, said any greenhouse targets should be positive for the longer term sustainability of the coal industry. The CFMEU does not support uranium mining in WA."

Hon. John Day MLA, Shadow Energy Minister WA Extract : West Australian (Page 13), 25 Feb 2008

WANH chief digs in for board battle with Stokes : "WA Newspapers Holdings chairman Peter Mansell said a last-minute peace deal with dissident shareholder Seven Network was unlikely, paving the way for the State's biggest and most controversial boardroom battle since angry Anaconda Nickel investors demanded the sacking of Andrew Forrest seven years ago. Responding to demands by Seven that WANH's four non-executive directors, including Peter Mansell, be sacked, the chairman said he was neither 'disappointed or outraged' but remained opposed to granting WANH's biggest shareholder two seats on the publisher's board. Shareholders will decide whether they want an independent board or whether their fortunes will be better served by Channel 7, Mr Mansell said."

"In a surprise move, Seven's billionaire chairman Kerry Stokes yesterday requisitioned the WANH shareholder meeting to remove all non-executive directors and replace them with himself and his lieutenant, Peter Gammell. Mr Stokes's motion to sack the board does not extend to Ken Steincke, WANH's chief executive and sole executive director. Mr Stokes was unavailable for comment yesterday but Mr Gammell said Seven would embark on a campaign to win shareholder support ahead of the meeting and also ensure additional board nominations."

"WANH's biggest shareholders, including Australian Foundation Investment Company and Perth lawyer Malcolm McCusker QC, whose family owns \$10 million worth of shares, refused to comment last night. Mr Stokes, through Seven, owns 19.4% of WANH, acquired at an average price of around \$11.40 a share. He has been agitating for board representation for several months but been continually rebuffed by Mr Mansell, who claims allowing Seven representatives into the WANH boardroom would trigger conflicts of interest and competitive issues." *In the firing line :*

Mel Ward : ProMedicus; Coca-Cola Amatil; Transfield Services; Macquarie Communications & Infrastructure

Peter Mansell : Zinifex; ThinkSmart; Ferngrove Vineyards; Western Power Networks; Great Southern Plantations

Erich Fraunschiel : Woodside Petroleum; WCM Group; WorleyParsons

Jenny Seabrook : Gresham Partners; Western Power Networks

Kerry Stokes, Chairman Seven Network Television Extract : West Australian (Page 44), 26 Feb 2008

Following up – Chairman Peter Mansell fights off a spirited challenge from Seven Network Chairman Kerry Stokes for board membership in 2008, and ultimately control of WANH, but eventually concedes to allow two positions for the avid supporter of the Anzac tradition, before resigning with several other board members and the chief executive officer in December 2008.

A rendezvous with history at Gallipoli : "Gallipoli continues to grow as a powerful rite of passage for young Australians. It is almost a century since a national tradition was born on the blood-soaked Gallipoli Peninsula in places such as Anzac Cove, Lone Pine and the Nek. But the connection between Australians and a distant Turkish shore continues to strengthen – a connection that is, in many ways, closer to Albany than any other location in Australia. It is from here the fleet sailed, and it is here that was the last time thousands of young Australians would see their country. And it is here the emotive dawn service tradition began, in salute to those young men (and women)."

"This year, 15 Great Southern Grammar students and three teachers will immerse themselves in the legend. On a school tour of Europe, they will arrive in the Turkish capital of Istanbul in time to attend dawn service at Anzac Cove – the holiest of Australian holies. This has become a pilgrimage for many Australians and now these students will get to take their place. Many students have been working part-time jobs to help pay for the trip and news of their visit to Gallipoli is a remarkable opportunity that has not escaped them. The fact that Albany was the last town in Australia that the Anzacs saw makes us feel connected to them. The fact that we get the chance to experience this opportunity is overwhelming and shouldn't be taken for granted."

Emma Pyle & Georgina Mosel, Great Southern Grammar School, Albany Extract : Albany Advertiser, 26 Feb 2008

Sir Rod Eddington to head infrastructure agency : "Former airline chief Sir Rod Eddington will bring a wealth of knowledge with him as chairman of the new federal government agency Infrastructure Australia, peak industry bodies say. Transport Minister Anthony Albanese announced Sir Rod's appointment at a transport, tourism and infrastructure industry lunch in Sydney today. Perth-born Sir Rod, who is now a director of a number of leading companies, has plenty of experience in transport as former head of British Airways, Ansett and Cathay Pacific. In 2006, he headed a government report into Britain's public transport. (Sir Rod's) experience, his ability to cut through and identify critical issues and his ability to be innovative when seeking solutions will be imperative to the success of Infrastructure Australia, Mr Albanese told the lunch."

"I have no doubt that he will bring great leadership to the task and I am very pleased that he has accepted the important role. The Tourism and Transport Forum (TTF), a national body made up of chief executives in the transport, property, tourism and infrastructure sectors, hailed the appointment. His knowledge of aviation, tourism and transport is second to none and he will ensure that the needs of these sectors are fully considered in the national infrastructure audit, it said in a statement. Peak body Infrastructure Partnerships Australia said Sir Rod was 'an excellent choice' whose extensive experience made him ideally qualified for the role. Joining Sir Rod at the new body - part of a federal plan introduced in parliament last week to tackle

infrastructure gaps and bottlenecks – will be 11 other members, drawn from all levels of government and from the private sector. The full membership will be announced at a later date.”

“Mr Albanese said one of Infrastructure Australia's first tasks will be an audit of the nation's major infrastructure. It will draw up a priority list identifying where the government should invest, which will be presented to the Council of Australian government by March 2009. One of the issues investors raise is that there isn't a pipeline of projects. What the infrastructure priority list will be able to do is to determine a pipeline of projects, not just for today or next year but for years to come. A national approach to infrastructure investment would ‘end the blame game’ and allow cooperation between state and federal governments and with the private sector. During its first year, Infrastructure Australia would also work to cut red tape and smooth differences between jurisdictions.”

Hon. Anthony Albanese MHR, Minister for Transport Extract : WA Business News, 26 Feb 2008

Oakajee's \$1.5b port development a step closer : “Yilgarn Infrastructure Ltd has welcomed the announcement by the WA government of plans to release the Request for Proposal for the right to build a \$1.5 billion deepwater port at Oakajee in the state's Mid West region. Chief executive Andrew Carter said Yilgarn was well prepared for the RFP process and was looking forward to seeing the infrastructure development progress. The construction of the Oakajee deepwater port and associated rail network is crucial to enable the expansion of the Mid West's iron ore industry and facilitate the economic growth of the region, Mr Carter said.”

“Yilgarn, with our Australian and Chinese partners, has been developing the technical and financial engineering and the necessary studies for this project for two-and-a-half years and as a consequence, work is well-advanced. We have Midwest Corporation as a foundation customer of the infrastructure development and have secured strong, Australian-Government approved financial backing from China, along with substantial support from Australian investors. Most importantly, we are in a position to be able to present a bankable project and take a lead on the infrastructure development while the region's mines prove up their ore reserves.”

“Dr Carter said Yilgarn's development was more than an infrastructure proposal. Our project is a regional development plan that will facilitate the long-term, sustainable growth of the entire Mid West region, he said. Yilgarn's Mid West Rail and Oakajee Port Project would be operated on an open-book, open-access, multi-user basis to gain the greatest benefit for the Mid-West region and its mines.”

“Planning and Infrastructure minister Alannah MacTiernan said today that the RFP marked a key turning point in securing a suitable investor to build the long-awaited port 20km north of Geraldton. Both mining companies who have an interest in building the facilities - Midwest Corporation Ltd and Murchison Metals Ltd - will be issued with the RFP document tomorrow. Oakajee has been identified as the best site for a deep-water port in the state's Mid-West,” Ms MacTiernan said. The port's construction will be fully funded by private investment and is estimated to cost about \$1.5 billion.”

“Based on Murchison Metals and Midwest Corporation's flagship projects, it is anticipated that exports from Oakajee port will generate about 45 million tonnes annually over the next 20 years. There is the potential for port throughput to increase beyond this point if other mining projects such as Gindalbie's Stage Two are proved up. Oakajee will become one of the largest bulk commodities ports in WA, behind the Pilbara Ports of Port Hedland, Dampier and Port Walcott,” the Minister said.”

“The successful infrastructure providers will construct and control their own berth at the new port and provide necessary common-use infrastructure such as a channel, breakwater and turning basins, which will be transferred to the state and be managed by the Geraldton Port Authority. Ms MacTiernan said there would be equitable third party access to the common-use infrastructure through the Geraldton Port Authority, with access to private use infrastructure to be on commercial terms through the respective owners. The infrastructure provider would also be entitled to agreed capital user charges for third parties accessing the common-use infrastructure. The Port Concept Plan would allow the port to expand to include other iron ore berths and general purpose berths as the need arose.”

“The closing date for proposals is May 9. A preferred proponent is expected to be announced by June 30. A number of independent firms and government agencies have been appointed to assist the Department for Planning and Infrastructure to prepare the RFP, ensure probity and assess the proposals. The evaluation criteria will be based on the respondents' commercial framework and financial capacity, legal commitment, engineering, project management and operations, and approach to social and environmental issues. Construction of the port could begin by late 2009, subject to relevant approvals and environmental processes, with potential operation commencing by 2012.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : WA Business News, 27 Feb 2008

Following up – Alannah MacTiernan (Minister for Planning & Infrastructure from 2001 to 2008), following the loss of State government, now serves as the Member for Armadale and Shadow Spokesperson for Regional Development, Strategic Infrastructure & Climate Change.

State environmental approvals process under review : “Environment minister David Templeman and Environmental Protection Authority chairman Dr Paul Vogel have announced a wide-ranging review to streamline the state's environmental approvals processes. Western Australia's unprecedented resources boom provided an opportunity to reassess the effectiveness and efficiency of the State's environmental impact assessment processes. Our system is widely regarded as among the best and most progressive in the nation, but that doesn't mean we should rest on our laurels. This boom means our economy and our population are burgeoning and there is frenetic activity in the mining and oil and gas industries that will only increase in the short term.”

“There is also growing complexity in the scope, range and technical aspects of development projects, which can further prolong the approvals process. To capitalise on the resources boom and to ensure we keep delivering environmental and social dividends

for all Western Australians, we need to take the environmental approvals process to a new level. The review of the environmental approvals process will identify :

- ❖ Ways to streamline the process and remove duplication;
- ❖ Opportunities to better integrate environmental approvals with other approval processes; and
- ❖ Innovations to better link developments with regional and sustainable environmental objectives.”

“We need to look at how we can improve the process to ensure better results for the environment, industry, the economy and the community as a whole. Mr Templeman said the core objectives of the state's environmental watchdog would not be compromised. This is not about cutting corners, it's about improving the way we operate. We want to keep striking the fine balance between protecting our environment and promoting sustainable industry, and maintain WA's reputation as a great place to live and a great place to do business. The Minister said a reference group would be established with representatives from industry, Government, environmental consultancies, environmental groups and academia. This will ensure the process is transparent and that there is a balanced and cohesive approach to identifying where we can make improvements.”

“The review is expected to take up to six months. Dr Vogel said he would use the experience gained from his leadership of the South Australian environmental regulatory reform program to ensure all sectors of the WA community were involved in the review and reform process. The Minister and the EPA are keen to ensure that the important values and principles that underpin the system of Environmental Impact Assessment (EIA) in WA are not lost. The EIA process must remain publicly accessible with opportunities for public submissions and appeal rights on decisions made. Important EPA policy initiatives already being considered or under way will be incorporated into the review so that early action can be taken on agreed priorities.”

Hon. David Templeman MLA, Minister for Environment Extract : WA Business News, 28 Feb 2008

Local Government body releases regional plan : “The WA Local Government Association today released its draft plan for restructuring of the sector, with a focus on a regional system of service delivery but no forced amalgamations of local councils. More than 250 industry representatives attended the launch of the 10 year plan, which rejects the amalgamation of council in favour of voluntary participation in the proposed restructuring. The draft report entitled The Journey -Sustainability into the Future is a result of almost four years of consultation and analysis by the WA Local Government Association.”

“The plan recommends the creation of a regional system of service delivery that leverages the economies of collective local government geographic groups while retaining local councils to represent the specific interests of their communities. Key measures include the capacity to create trading entities; best practice models for rate setting; setting of fees and charges and setting development charges. Prudentially managed debt, improved asset management and continued investigation of the creation of a local government finance authority was also recommended as part of sector reform. WALGA president Bill Mitchell said the plan released today would be a draft to enable the sector a further six weeks to provide feedback and comments.”

“The plan is predicated on voluntary participation by Local Government as WALGA has maintained that determination of need and action should be the decision of individual Councils and their communities. We understand local communities need the opportunity to embrace the need to redress sustainability and commit to the process as any enforced action would have less likelihood of long term success. Key research underpinning the plan and uncovered by the review process found that 58% of local governments in WA were currently unsustainable on their own source revenue however Cr Mitchell said it did not follow that amalgamations were the solution. All the evidence we have found and the experience from reform in other states is that bigger Councils are not necessarily better. If you have two small problems and you combine them there is the real risk you will just end up with one big problem and nothing would have changed in terms of delivery of value to the community.”

Bill Mitchell, President WA Local Government Association Extract : WA Business News, 28 Feb 2008

Nelson turns back on nuclear power option : “Opposition Leader Brendan Nelson (Bradfield, NSW) has gone cold on atomic energy just two years after almost single-handedly sparking the nuclear debate in Australia. Dr Nelson, previously a loud advocate of Australia actively pursuing the nuclear option as a solution to global warming, was yesterday far more cautious. We've made it very clear that as far as Australia's future is concerned there is no plan at all for a nuclear power industry. There will be no nuclear power industry in Australia unless Mr Rudd and his Government have some sort of secret plan for it. We cannot envisage any circumstance under which Australia will have a nuclear power industry. Deputy Liberal leader Julie Bishop (Curtin, WA) told *The West Australian* yesterday that nuclear energy was not viable.”

Hon. Dr Brendan Nelson MHR, Opposition Leader Article : West Australian (Page 6), 29 Feb 2008

Following up – The apparent dichotomy between State and Federal politics on both sides of the political spectrum suggests that Australia is incapable of taking a global leadership role on either nuclear power generation or greenhouse gas emissions reduction, preferring instead to spend the next decade in the lead-up to peak oil & gas talk-festing with business for domestic political advantage the implications of any action at all. The farcical upside to a world war based on fuel oil supply is that such action would deplete known resources faster than general consumption; compromise the security of fuel oil & gas production and distribution; invariably increase the cost of fuel oil & gas supply; and therefore the cost of all commodities arising from the use of fuel oil & gas in production and distribution to the market.

Following up – Consider if you will the road freight transport task of urban, rural & remote development, rail freight (electrification), sea freight transit, and Jet-A1 fuel substitutes. Power generation is certainly politically important, but for transport and international trade, we can either prepare or wonder what on earth just happened to the market during and after Peak Oil & Gas.

An open letter to our fellow Australians : “We the undersigned wish to disassociate ourselves from the apology recently offered by Federal Parliament to the so-called Stolen Generation. None of us bears the slightest ill-will towards indigenous Australians, but equally we bear no responsibility, legally or morally for the policies for which that apology has been offered. We reject

emphatically the notion of inter-generational guilt which the apology implies. An apology based on largely unsubstantiated material contained in Sir Ronald Wilson's 'Bringing Them Home' report represents a betrayal of thousands of decent, well-intentioned Australians who in another age worked through church missions and government agencies to bring health, welfare and education services to Aboriginal people in remote parts of Australia – often in conditions of extreme hardship and privation, far removed from the suburban comforts enjoyed by those who would now condemn them."

"It is wrong in principle, and of no practical benefit to Aboriginal people, to ask the present generation of Australians to apologise, through their government, for the assimilation policies of the past. It is true that those policies saw Aboriginal children removed from their parents, but what the 'Bringing Them Home' report fails to acknowledge is that in many cases this was at the parents' own request. Indeed, there are hundreds of documented cases where infants were abandoned at the doors of missions and welfare agencies. Even where children were not voluntarily surrendered, their removal was undertaken in good faith by individuals operating under the laws of the day."

"Not only will the apology be of no practical benefit to indigenous Australians, it is likely to reinforce a culture of guilt amongst non-indigenous Australians and a culture of victim-hood amongst Aboriginal people. Much political energy has been expended on this exercise in revisionism, symbolism and spin. We believe that most Australians, whilst sympathising with Aboriginal people who suffered under the policy of assimilation, would prefer to see that energy being directed into practical initiatives in the areas of health, education and skills training designed to alleviate the shocking conditions of Third World squalor in which so many indigenous Australians are now forced to live."

Joint Statement : Neil Fearis, David Stephens, David Flint Advert : West Australian (Page 43), 29 Feb 2008

James Bell, John Kopchegg & Stephen Logan Advert : West Australian (Page 43), 29 Feb 2008

President's Message : "Albany's PCYC was never designed as an up-market venue to host the annual business awards. It is with this in mind that we urge the Council and LandCorp to get the Albany Waterfront Project built as soon as possible. The current reality is that Albany is losing out to other regional centres such as Bunbury, Mandurah, Geraldton and Kalgoorlie who have such facilities in place. Albany business and tourism operators are losing out on millions of dollars as every week we turn away conference after conference, convention after convention, because we have nowhere to host them. We run the risk of becoming a regional backwater unless the new Council maintains a proactive, pro-development commitment to provide the residents and visitors with the amenities that Albany so richly deserves."

"The first plans for the Albany Waterfront Development were drawn up in 1982. For the last 26 years, Albany has witnessed successive councils form committee after committee to review, consult, or do whatever it takes to avoid making a decision. If ever one needed an example of 'paralysis by analysis', Albany's Waterfront Project takes the prize. In architectural circles, it is ridiculed as one of Australia's most over consulted projects ever."

Gary Cutler, President, Albany Chamber of Commerce & Industry Extract : Newsletter (Page 1), Mar 2008

CCC held to account under investigation – The Editorial : "Having a vested interest in the current debate over the powers of the CCC and the parliamentary inspector, I was generally pleased with the editorial (Public interest demands CCC findings be open to review, 29/2). However, there are two points I would like to make. First, it is grossly unfair to suggest that Commissioner Len Roberts-Smith is right in dismissing bureaucratic inquiries. Both he and you seem to have missed the point that these inquiries – certainly in my case – were held as a result of a recommendation from the CCC itself. The opinion of misconduct that the CCC made against me was followed by a recommendation that my department give consideration to taking the taking of disciplinary action against me. In other words, undertake an investigation as to whether there was a breach of the discipline under the Public Sector Management Act."

"In making that recommendation, the CCC recognised a departmental inquiry was the appropriate mechanism to use to determine whether there had been any breach of discipline. The fact that the internal inquiry came to a conclusion that clearly did not please the CCC should not diminish the worth and validity of such a process. It is outrageous that its worth is dismissed in such a cavalier fashion. The departmental inquiry was conducted under the processes of the Public Sector Management Act. It was thorough, independent, professional and objective. Never before have these types of investigations been questioned. It continues to be a source of enormous frustration to me and others that the CCC investigation is taken at face value when it missed vital evidence and failed to interview material witnesses. The independent investigation was, in fact, more thorough than that conducted by the CCC."

"Second, in considering whether to hold public hearings or not, Mr Roberts-Smith alludes to 'evidence of continuing misconduct'. He argues that in the Neale Fong case any such misconduct had occurred in the past. Therefore, by definition, in cases where public hearings are held, presumably there is evidence of continuing misconduct. If this is the case, would he please show me any evidence that there was continuing misconduct in my case and that was the reason for me being subjected to a public hearing? The CCC's 'investigations' continue to be given credibility they do not deserve and this is the reason why both the parliamentary inspector's investigations are producing different outcomes, and why the parliamentary inspector has been inundated with so many complaints from people such as me."

Mike Allen, Executive Director, WA Dept Planning & Infrastructure Letter : West Australian (Page 22), 03 Mar 2008

Following up – Mike Allen was the DPI Director responsible for preparation of the Lower Great Southern Region Planning Strategy 2007 which in our opinion fails to address Australia's World Heritage Nomination for Convict Colonial Settlement; Renewable Energy Supply; Global Warming & Greenhouse Gas Emissions; Nuclear Power; Indigenous Land Rights (Native Title); Risk Management (Port Access); Peak Oil & Gas; Albany Anzac 2014-18 or the Western Bicentennial 2026-27.

Scientists hit out at Gore for 'climate propaganda' : "Al Gore, who won the Nobel peace prize and an Oscar for his environmental advocacy, was the main target at a conference of dissident scientists sceptical of his views on global warming. Several speakers at the conference on climate change with the theme 'Global warming is not a crisis' took pot shots at the former US vice-president and his film, An Inconvenient Truth, which won last years Academy Award for best documentary. Whether we like it or not, it was extremely effective propaganda, said Timothy Ball, an environmental consultant and former climatology professor at the University of Winnipeg. The gathering on Monday was sponsored by the Heartland Institute, a non-profit libertarian organisation that studies environmental and other issues 'from a free-market perspective' and argues that 'property rights and markets do a better job than government bureaucracies'."

"The conference challenged a strong majority of the world scientific opinion that has concluded that greenhouse gases are contributing to global warming. This view has been backed by bodies such as the US National Academy of Sciences, the American Meteorological Society, the American Association for the Advancement of Science, and the Intergovernmental Panel on Climate Change. Our imperfect understanding of the causes and consequences of climate change means the science is far from settled, said Fred Singer of the Science and Environmental Policy Project. Proposed efforts to mitigate climate change by reducing greenhouse gas emissions are premature and misguided. Any attempt to influence global temperatures by reducing such emissions would be both futile and expensive."

Timothy Ball, University of Winnipeg, Canada Extract : West Australian (Page 36), 05 Mar 2008

Birchmore new chairman for Fremantle Port : "Planning and Infrastructure minister Alannah MacTiernan has announced the appointment of Alan Birchmore as the new chairman of the board of the Fremantle Port Authority. Ms MacTiernan said Mr Birchmore, former chairman of the Albany Port Authority, would bring a wealth of knowledge to the role when he commences this month. Alan's experience in running major infrastructure projects both in Western Australia and abroad will bring a fresh skills set to the port."

"Under Alan's guidance, through-put trebled at Albany Port and in 2006, the port was awarded the Lloyds Port of the Year. Mr Birchmore has occupied senior management and board appointments in Australia, the UK, Europe and the US through a range of financial, industrial and mining operations. The minister thanked outgoing chairman Joe McKay for more than 12 years of service to one of Australia's best performing ports. Joe has been a key to the development and growth of Fremantle Port, serving for seven years as deputy chairman and more recently three and half years as chairman. He passes on a professional, highly regarded operation to his successor."

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure e-News : WA Business News, 05 Mar 2008

Following up – Alannah MacTiernan (Minister for Planning & Infrastructure from 2001 to 2008), following the loss of State government, now serves as the Member for Armadale and Shadow Spokesperson for Regional Development, Strategic Infrastructure & Climate Change.

Use mining royalties to help Aborigines : "Pressure is mounting on the State Government to establish a new form of regional government to overcome Third World living conditions in remote Aboriginal communities, with a research paper by outspoken Labor MP Ben Wyatt revealing he backs the controversial idea. Premier Alan Carpenter has ruled out the proposal on the basis it would create more bureaucracy but Mr Wyatt argues it could be achieved by restructuring local governments into bigger, better-resourced regional bodies. In his paper, titled 'Regional Development – a Tale of Two Economies', Mr Wyatt refers to a speech by (former Governor) Lieutenant-General John Sanderson in which he spoke about the problems associated with a lack of governance in WA's regions."

"Our State is very well defined by our regions, whether it be the Kimberley, Goldfields, Murchison, Gascoyne, Pilbara or the Great Southern. It is at this level that we need to consider an appropriate governance structure. It is unacceptable that regional WA has such a small return on its contribution to the national wealth, and a certain percentage of the royalty stream should go directly into funding this new governance structure. The idea of regional governance is not new, but never before have we reached a point at which the delivery of public policy has become so impossible and, accordingly, the ad-hoc, palliative approach has become the norm."

Ben Wyatt MLA, Member for Victoria Park (Labor) Extract : West Australian (Page 6), 06 Mar 2008

Buckeridge pushes port action : "Billionaire construction boss Len Buckeridge says the State Government is playing a dangerous waiting game which could cost taxpayers hundreds of millions of dollars if it allows the environmental approval on his port proposal to expire and does not renew it. The Buckeridge-led James Point Consortium has invested millions in a plan to build a land-backed port at Kwinana based on a contract it signed with the former Court (Coalition) government in December 2000, shortly before it was thrown out of office. In November 2004, James Point was given environmental approval but planning approval has been stymied pending the outcome of an investigation by Fremantle Ports, which wants to build a container port in the same area."

"The environmental approval for James Point expires in November 2009 (after the next State election), just a few months after the WA Environmental Protection Authority's assessment of Fremantle Ports' proposals are due to be handed to Planning & Infrastructure Minister Alannah MacTiernan. Mr Buckeridge said the consortium had spent hundreds of millions of dollars over a number of years, including many payments to the State Government. If the Government had in mind to steal the intellectual property of James Point and refuse the whole thing, then it would be a monumental damages bill the quantity I couldn't work out off the top of my head. Mr Buckeridge has previously vowed to seek an injunction to prevent Fremantle Ports building a \$1.3 billion port in Cockburn Sound."

Len Buckeridge, James Point Pty Ltd Extract : West Australian (Page 18), 06 Mar 2008

EPA keeps check on developments: “I refer to your page 3 article (February 14), Stage One (*Albany Waterfront Project – Earthworks & Seawalls for Entertainment Centre*) nears completion, within which the unattributed, unsubstantiated and unfounded assertion, ‘The Environmental Protection Agency’ has put a brake on all development throughout the state with its slow processing of approval requests’, is made. The Environmental Protection Authority is incorrectly referred to and no attempt was made to contact the authority, all of which displays poor journalistic practice. The EPA has consistently met benchmarks for required performance. This information is available on the EPA website, www.epa.wa.gov.au, and within the 06/07 Annual Report on page 23 under Timelines for Environmental Impact Assessment of Proposals.”

“It is worth noting from the graph on page 25 that the majority of the time it takes to complete the environmental impact assessment process is used by the proponent. However, I have a larger concern. The EPA is charged by law to undertake Environmental Impact Assessment to ensure ecologically sustainable development by analysing the environmental impacts and risks of proposals and recommending ways, to the Minister for the Environment, to overcome, or mitigate, those risks and impacts, if possible. This in and of itself can be seen as a delay to development by some and this, I think, is the subtext to the unattributed assertion quoted above. I do not think that the majority of people in Western Australia share this view.”

Dr Paul Vogel, Chairman Environmental Protection Authority WA Article : AGS Weekender, 06 Mar 2008

CCC does fine job : “I find it a lamentable irony that there are calls by WA’s parliamentary inspector Malcolm McCusker, prominent lawyer Tom Percy and others for an investigation into the powers and actions of the WA Corruption & Crime Commission following an investigation into the conduct of the senior public servants involved in the inquiry into the Smiths Beach (*Canal Rocks, Busselton SC, Brian Burke, Julian Grill & Noel Crichton-Brown*) development (Freeze CCC probes over row: lawyer, 10/3). The department which employed Mike Allen (*Dept Planning & Infrastructure*) conducted an investigation based on provisions and powers conferred by the Public Sector Management Act – legislation which allows the executive arm of government to wield enormous power and influence over the public service.”

“The disciplinary and investigative provisions are used to keep public servants in line by either constructing a case for getting rid of certain officers or protecting them from exposing questionable behaviour or conduct. It is therefore, more urgent to bring the PSMA under review with a view to increasing the accountability and transparency of the actions of public servants to be toady with the executive arm of government than it is to investigate the Corruption & Crime Commission with a view to reducing its powers and making it even more accountable, or rather compliant, to the executive arm of government. The CCC is doing a fine job and it seems people who have something to fear from it are seeking to undermine its powers and funding.”

Richard Titelius, Ballajura Resident & Taxpayer Extract : West Australian (Page 22), 12 Mar 2008

Red tape, strategy dog supply of ready land : “How can a country of boundless plains to share run out of land for housing? This is akin to Saudi Arabia running out of oil or India running out of people, had to imagine let alone achieve. But we have. All the nation’s cities have a chronic under supply of housing land and no place is worse than WA – the second most sparsely populated political jurisdiction on Earth. The lack of available land for housing is the root cause of what is now agreed to be the nation’s most pressing problem – low and declining housing affordability. Since 2001, the median house price in Perth has increased 290%. Land costs have accounted for 80% of this increase. The cost of land has risen for a number of reasons, including increased government charges and higher head-works costs, but the dominant reason is that supply has failed to keep up with demand.”

“Lot supply has fallen short of demand by at least 30% in each of the past five years. There are blockages all along the supply chain, but the problem starts and is greatest with the supply of raw land. The supply of raw land (rural) is controlled by the State Government, through its zoning and environmental clearance system. It is also the biggest land owner and developer in the State. The problem does not lie with the potential stock of land suitable for housing or the stock of land zoned for residential purposes. Professor Richard Weller, of the University of Western Australia, has recently undertaken a review of Perth’s residential development options and has concluded that there is sufficient land to meet the housing needs of the city for the next 20 years, even if it continues its sprawling pater of development.”

Moreover, there is 18 years supply of zoned residential land at current consumption rates in the metro area. The problem lies with the Government’s land development strategy and its inability to realise its development aims. The WA Government, like other State governments, has adopted a land development strategy – in WA called Network City – which is designed to limit sprawl by concentrating housing developments in a limited number of nodes along transport lines. The main aim is to limit the consumption of land and other resources and to concentrate development in already developed areas. While the Network City has its merits, it has a number of structural weaknesses.”

“**First**, under Network City residential land, not on the selected nodes, is not open to development and is in effect sterilised. Aside from reducing the overall supply of residential land, this makes the plan highly dependent on achieving a limited number of major developments. **Second**, the plan concentrates on residential developments in already in already developed areas. This adds to existing density levels and environmental impacts and, as a result, is prone to community resistance and delays. **Third**, the plan is highly dependent on all decision-makers including the environmental agencies, operating according to the same priorities and time lines.”

“These structural flaws, in the face of rapid growth in demand, have contributed greatly to the chronic land shortage and resultant housing affordability crisis. The travails of two crucial residential developments illustrate the supply deficiencies of the Network City plan. Ten years ago, the WA Turf Club proposed a major development called Belmont Park on 73 hectares adjacent to its racecourse. The proposal proceeded slowly and has been redesigned to comply with the Network City plan. The WA Turf Club

even hired the Government's sustainability guru, Professor Peter Newman, as an adviser. A large proportion of the land in question is contaminated by fly ash from the old East Perth power station."

"The development would not only clean up the site but also adopt world best practice on grey-water recycling and nutrient stripping from stormwater. It would also rejuvenate wildlife areas and wetlands. And the proceeds from the development would finance the redevelopment of the racecourse and more public open space. Yet after 10 years of work and having met every criterion under the Network City plan, the development was knocked back by the Swan River Trust (SRT) and sent back to the Environmental Protection Authority (EPA) for a more detailed assessment. The SRT's rationale has not been publicly articulated (*which some consider a problem in itself*). However, the WA Turf Club has been told that, even if a development is eventually approved, it will have at most half the 8,000 *grouped and multiple dwelling* units proposed."

"A similar, but more serious outcome, is unfolding at the proposed 90,000 *single house / grouped dwelling* unit satellite city at Keralup, 10km north-east of Mandurah (*another state government project*). After being cleared by the EPA in 1998, the Keralup development was redesigned to fit the Network City goals. The land is fully cleared and has been used as a grazing property for decades. It is adjacent to transport links, including the new southern rail line, the proposed Kwinana Freeway extension and the Perth-Bunbury Highway. The proposal now includes grey-water recycling, nutrient stripping from storm water, creation of new wetlands and the preservation of the remaining wetlands."

Because of the time taken for the redesign, the project was required to go back to the EPA., which issued a very negative preliminary report last week. The EPA found a long list of faults, including that the development would be subject to noise from the very transport links deemed crucial under Network City. It also requires development to have zero nett emissions of phosphate into the waterway, which is just about impossible. Given that the land has been subject to decades of super-phosphate application, this is a strange request."

"While Keralup may still go ahead, judging by the EPA report, it would be smaller and take longer than planned. Together, Belmont Park and Keralup represent seven years supply of dwelling units for the Perth metro area. They are a perfect fit for the city and the Network City plan. Moreover, if they cannot get the go-ahead, few large nodal developments will. In the meantime, queues at rental properties increase, housing affordability declines and the State labour shortage grows. It is time for the planners and environmental agencies to get real and pursue real sustainable development. Sustainability includes people and houses as well as wetlands."

Dr Mike Nahan, Consultant, Chamber Commerce & Industry WA Extract : West Australian (Page 64), 12 Mar 2008

Following up – Mike Nahan has nominated for Liberal Party pre-selection for the State seat of Riverton at the next election due late 2008 or early 2009. The seat was formerly held by Graham Kierath, Minister for Planning under the Court Coalition Government.

Thanks for the great send-off : "My husband Colin and I called into your office this morning to ask for a copy of your newspaper's coverage of the QE2 visit to be sent to our home address. We also praised the welcome given to our arrival by the people of Albany. What we didn't realise was that although there is a secure area around the wharf limiting vantage points for people seeing the QE2 out of the port of Albany, there was an incredible surprise in store! The roads and hillsides sparkled as the sun's rays caught vehicle windscreens."

"There were cars bumper to bumper along the roads and people waving from any available vantage point. The other passengers around us were equally amazed for a small city to give such a stunning farewell. It appeared as though all the residents of Albany and surrounding area had come to farewell the QE2. Such a magnificent send off for the end of an era for a grand ocean liner. A big thank you to all those people who saw us off, it was a sight that will be remembered by many for years to come. Regards to the people of Albany."

Patricia & Colin Stone, Lakes Entrance, Victoria Article : Albany Advertiser (Page 8), 13 Mar 2008

Following up – Calling all Australians & New Zealanders www.smithsonplanning.com.au for Albany Anzac 2014-18 : Lest we forget.

Premier looks to city's future : "Albany is on the brink of an exciting period of development, according to WA Premier Alan Carpenter. The Albany-born and raised Premier was in the city last week for the 43rd Regional Cabinet meeting. He told a community luncheon at Princess Royal Sailing Club his Government would be judged on its foresight. We've got to put things in place – things that people from the next generation need. What will happen in 2050 is that you'll look back to the first couple of decades of this century and we want you to say we put some good things in place."

"We have to keep being clever. Mr Carpenter said the waterfront project was a development which would boost the region. What's ringing through Albany now is this vibrant optimism. That's a great thing because it has a cascading effect. This (the waterfront) is a major development, not only for the City of Albany but the Great Southern generally and the State. It will reshape Albany as we know it for the better. Albany has always had a core group of people who don't want the place to grow. The place is always going to grow, but the question is how?"

Alan Carpenter MLA, Premier WA Article : AGS Weekender (Page 9), 13 Mar 2008

Following up – Keep a watch on www.smithsonplanning.com.au for the \$7.5 billion Two Peoples Bay Satellite City Project.

Hail to a remarkable Chief : "Former Chief Justice of Western Australia, Prof. The Hon. David Malcolm will deliver the 2008 C.Y. O'Connor Lecture comparing and contrasting the men and the legacies of two eras of extraordinary growth in Western Australia's history. John Forrest, C.Y. O'Connor and Sir Charles Court presided over the development of significant infrastructure projects in the 1890s and 1960s respectively. Should we aspire to such heights in this current boom?"

Tom Perrigo, CEO, National Trust WA Lecture : C.Y. O'Connor Memorial Lecture, 13 Mar 2008

Cultural Revolution – China's Energy Future : "China's insatiable hunger for energy is among the biggest issues of our day. It intends to keep growing rapidly – at about 10% a year. But at the same time, its Government is also determined to cut pollution in the run-up to the Beijing Olympic Games, and reduce emissions that have made it the biggest international producer of greenhouse gases. Its prime answer is to change the way it produces power. It is increasing the contribution of nuclear and renewable sources, and cleaning up its core energy source – coal."

The National Development and Reform Commission, China's top planning agency, wants to shut down smaller power plants, which are often responsible for heavy pollution and high accident rates, but tend to be protected by local officials – while encouraging investment in larger new plants. China Light and Power, of which the Kadoorie family holds a third (*Share*), is the only international equity holder in the nuclear industry in China, owning 25% of the Daya Bay plant, with State-controlled Guangdong Nuclear Power Holding Company owning the rest. The \$5 billion plant, which uses mainly French technology, was first planned in 1980. The Chernobyl disaster took place in 1986, the year before construction started, and so by the time the plant began operating in 1994, it had incorporated the many safeguards internationally devised to ensure no repetition occurs."

"China has 11 nuclear power plants in operation, providing 2% of the country's energy needs. It plans to double this by 2020. During the process, Daya Bay's role is growing, as the core training institution for China's nuclear scientists and technicians. China National Nuclear Corporation, established 20 years ago, has a wide range of responsibilities in supervising the sector, including as the sole buyer of all uranium required by the country's generators. But the State Environmental Protection Authority and the Ministry of Land & Water Resources are playing increasing roles in approving and overseeing nuclear projects. Daya Bay's neighbours include the refinery where liquefied natural gas shipments from Australia's North West Shelf are landed."

"The chief bottleneck preventing China accelerating its nuclear power program is obtaining the vast, dome-like reactor vessels, which are stainless steel inside and carbon steel outside, forged in a high-tech process with a high pressure press. There is a long waiting list to obtain them from Japan, the main supplier. As *The Weekend Australian* visited Daya bay, one was parked on the ground beneath a vast crane waiting to be swung into position in the site's sixth reactor. Once it is complete, the six units will produce 6,000 megawatts of electricity. China is building plants in Shanghai, Sichuan, and Heilong-jiang, which will soon start forging vessels at the rate of one a year at each plant. It will also begin to make the cooling pumps that operate between the reactors and the steam generators. Steadily, the technologies required to build as well as operate nuclear power plants are being transferred to China. The investment needed, requires a national program that guarantees future orders. The target is 40 nuclear units by 2020."

Steven Lau, 1st Deputy GM, Daya Bay Nuclear Plant, China Extract : Weekend Australian (Page 33), 15 Mar 2008

Following up – an expanded version is available at www.smithsonplanning.com.au/R2000PeakOilGasNuclearPower.pdf

Anger at MP rebels : "New Liberal Party state president Mr Barry Court, who today takes over as president from Danielle Blain, will have to iron out his own differences of opinion with Mr Buswell over nuclear power. Mr Court said nuclear power should be considered, and he could see nothing wrong with nuclear power as an alternative form of energy for WA, not just in the long-term but also in the short-term. WA should not be frightened by what has happened in the past – nuclear plants had been vastly improved since the Chernobyl disaster of 1986. France has got nuclear power, South Africa has got nuclear power – there are plants in England. You wouldn't even know they were there – these days, they don't make monuments out of them. We have moved on from Chernobyl. We haven't had a problem with nuclear power plants for years. Technology has moved on. We should look at it (nuclear power) every day."

Barry Court, State President, Liberal Party WA Extract : Sunday Times (Page 17), 16 Mar 2008

State Liberal Conference : "Mr Buswell said WA did not have to contemplate nuclear power for decades because of its vast gas and coal reserves. Though committing the Liberals to scrapping Alan Carpenter's ban on uranium mining, if he becomes premier at the next *state* election, Mr Buswell would not commit to nuclear power. It's unimaginable that nuclear power will be considered as an energy source for this state in my lifetime, my children's lifetime and my children's children's lifetime."

Troy Buswell MLA, Opposition Leader WA Extract : Sunday Times (Page 17), 16 Mar 2008

Motions of which previous notice has been given : "That Council advise the Environmental Protection Authority (WA), the Federal Department of Environment and Water Resources and the Department of Water (WA) that the City of Albany, accepting the precautionary principles applying to environmental assessment, is opposed to spoil being dumped in King George Sound as part of the Albany Port Expansion Proposal (EPA Assessment 1594) without :

- (1) The proponents examining the environmental consequence of the dumping of spoil in King George Sound on previous occasions;
- (2) The proponents assessing other potential dump sites on land and outside King George Sound;
- (3) The proponents methodology and conclusions receiving independent endorsement from the CSIRO; and
- (4) The State and / or Federal Government agreeing to compensate individuals and businesses for economic loss incurred as a consequence of sand drift from any dump site in King George Sound that could and should have been foreseen by Environmental Protection Agencies." Motion : Carried : 8-3.

Moved Cr. Paver (Vancouver), 2nd Cr. Stanton (Vancouver), City of Albany Minutes (Item 16.2) : 18 Mar 2008

Following up – The Public Environmental Review for Port Expansion was advertised from 24 Sep 2007 until 19 Nov 2007 : the statutory closure date for submissions to the WA EPA on the matter. The City of Albany administration did not report the PER to the Council during the advertising

period (which straddled the 2007 council elections). Aside from anecdotal observation and commentary, the staff did not provide any recommendation to the Council as part of their report.

Plenty on agenda at summit : “Kevin Rudd will be told he should relinquish his power to appoint the Governor-General at the 2020 Summit in Canberra next month. Terrorism, fixed parliamentary terms and food production will also be on the agenda when Australia’s best and brightest head to the capital. Almost 8,000 people applied to take part in the summit and the 1,000 successful applicants will be notified by mail this week. Tasmanian Catholic Priest and former Labor minister Father Michael Tate AO (*Constitutional Lawyer, former Tasmanian Senator and Australian Ambassador to the Holy See*), who will be attending, will suggest the Prime Minister should give up his power to appoint the Governor-General.”

“Yesterday, Father Tate said giving the Speaker of the House (*of Representatives*) and Senate President the power to appoint the Governor-General, would provide greater accountability in the push towards republicanism. At the moment, the Prime Minister is answerable to no one except Her Australian Majesty (*Queen Elizabeth II*), but the Speaker and Senate President are responsible to their respective chambers. If they get it badly wrong, then they will be accountable – it brings with it a lot more responsibility to the elected *Federal* Parliament without setting up parliamentary committees. It would symbolise great democracy and would be an indication that change is on the way and give time to consult the people of Australia and put a referendum together.”

Father Michael Tate, Catholic Church in Australia (Tasmania) Extract : West Australian (Page 19), 24 Mar 2008

Link key projects to make Perth a great city : “A bold new approach to planning for central Perth is to be proposed to link developments, including the list of big-ticket projects on the drawing board, and enhance the chances of building a great city. The proposal, to be put by WA Planning Commission chairman Jeremy Dawkins, would combine a range of creative and planning initiatives to get the best combined result from the individual projects, which range from the *Perth* waterfront redevelopment and the underground railway to a new performing arts centre and office and apartment towers. The capital city is the State’s major investment. It needs a dedicated State-city-community team of creative people, working with the public, leading the debate and continuously improving plans and designs.”

“This is a fantastic era for new projects in the public and the private sectors. But the huge potential will only be fully realised if we can design individual projects as parts of a much bigger picture. Mr Dawkins, who leads the influential statutory authority with State-wide responsibilities for land use planning and development matters, said that for grand plans to succeed they needed to contribute to bigger long-term goals. These long-term goals included reclaiming city streets from traffic, creating high-quality places for people out of random places, connecting the city with pedestrian ways and more forms of public transport, accelerating the increase in residential population and diversity of cultural, civic and economic activities.”

“All of this must not replace Perth’s distinctive character, but build on it. And there are clear lessons from elsewhere in Australia about how cities can evolve and the work that goes into them, such as South Bank in Brisbane, Federation Square and Southbank in Melbourne, and Darling Harbour and Circular Quay in Sydney. Great cities evolve incrementally in response to ideas and plans, making the whole much greater than the sum of separate projects. The widest range of ideas about the whole city is what central Perth needs now, more than ever.”

Jeremy Dawkins, Chairman, WA Planning Commission Extract : West Australian (Page 6), 25 Mar 2008

Labor revives new uranium mines plan : “The *Rudd* Federal Government has quietly resurrected John Howard’s plan to expand uranium mining in Australia. Resources Minister Martin Ferguson, an enthusiastic industry advocate, has reconvened the Uranium Industry Framework, a hand-picked advisory group appointed by the previous government. Policies on the agenda include an information campaign, paid for by the uranium industry, to address public concerns about mining.”

“There is a separate strategy to use uranium mining to improve the economic fortunes of indigenous communities and to improve ‘engagement’ between traditional owners and mining companies. But Mr Ferguson says the Government will not pursue an idea the previous government flirted with – overriding State bans in Western Australia and Queensland that prevent new uranium mines or other nuclear activities. Uranium mining remains an extremely sensitive issue in the ALP. The Minister said it was only a matter of time before mining developments occurred in those States, which have large uranium deposits.”

“Exploration for new uranium deposits is under way in all States, including Western Australia and Queensland, and new mining developments are likely in the Northern Territory. Australian uranium would play an important role in powering nuclear reactors in other countries wanting to cut their greenhouse gas emissions. The Minister predicted substantial growth in nuclear power outside Australia. Uranium mining has got a bright future, and it’s going to lead to increased export earnings for Australia and jobs, Mr Ferguson said.”

Hon. Martin Ferguson MHR, Federal Minister for Resources Extract : West Australian (Page 18), 02 Apr 2008

Competition is the key : “In your editorial (State obduracy on water fails public interest, 29/3) you appear to have succumbed to lazy thinking about ownership of distribution infrastructure. Your wording would have us infer that Margaret Thatcher viewed privatisation of the distribution assets of the telephone, gas, water and electricity utilities as a mistake. I am not aware that she held any such view. Many distribution assets in Europe and America are privately owned, yet the sky has not fallen in. Indeed, they are now more efficiently run than before. Even here in WA, the AlintaGas distribution network is now better managed and more reliable than (*when it operated*) under State ownership.”

“There is a mistaken belief in WA that ‘essential services’ must be State owned and operated because otherwise the ‘profit motive’ would debase them. If services are essential, proper levels of service and response can be prescribed and harsh penalties can be exacted on any provider – State or private – that fails to meet them. This works tolerably well for AlintaGas, Telstra,

Eastern States utilities and hundreds of other infrastructure operators throughout the world. It is certainly better than the self-regulating and self-targeting of the old State-owned utilities.”

“The key to efficient management and planning of distribution assets is effective incentives, through profit, certainty, and through proper regulation of the monopoly owner and operator. This makes a private sector provider accountable to its shareholders (that is almost all of us through superannuation funds) and to the regulator (who represents us all in ensuring that providers make only reasonable profits in exchange for meeting exacting and improving standards).”

“Our State government has disaggregated Western Power into separate businesses (AlintaGas, Synergy & Verve). This has led to greater transparency to see where the costs, profits and subsidies lie. A loss is a loss is a loss, Mr Barnett (former Court Coalition Energy Minister and Opposition Leader), however, you wish to camouflage it. Without disaggregation we would not know that the State’s generation business is making a thumping loss. We can now ask why? Is it only because of a rise in the cost of fuel? What action is Verve taking to drive down its other costs?”

“What applies to Western Power can also be applied to the Water Corporation. Why should it, too, not be disaggregated and open to competition? Why should it not acquire bulk water from sources other than its own? Whichever organisations provide us with our ‘essential services’, we should recognise that no provider is perfect. Our regulatory and competitive regimes should be designed to protect us from the worst of ourselves – public or private.”

“We need more accountability in the provision of services to West Australians. We find it very hard to make our politicians accountable, even in the face of manifest corruption. It is almost impossible to hold our State service providers to account. We need more competition in the provision of services. If State-owned businesses can compete successfully, so be it – if not, then, as the man said in Bali (*Intergovernmental Panel on Climate Change*) : ‘Lead or get out of the way’.”

Ian Thurston, Winthrop Resident & Taxpayer Extract : West Australian (Page 22), 02 Apr 2008

CBD Apartment demand is outstripping supply : “Every government-backed area has created huge growth opportunities. The inner city central business district is ideally placed to be the next. Here’s a listing of the top performing areas whose *land and housing value* has increased dramatically with the planning and financial support of the state and local governments.”

1. Subi Centro – once a mix of light industrial and wasteland.
2. East Perth – once a dilapidated residential area and low-quality industrial zone.
3. Joondalup – once coastal scrub well beyond the metropolitan area.
4. Midland – once predominantly an industrial area.
5. Perth Inner CBD – the most traditional commercial area with fewest residential development sites in Perth.

Blackburne Property Group and Equus Advertisement : West Australian (Page 59), 12 Apr 2008

Following up – With the assistance of State initiated and legislated redevelopment authorities (Subiaco, East Perth, Joondalup, Midland and Armadale but interestingly not Fremantle), these regional growth centre projects were essentially LandCorp driven where traditional Local Government politics failed to use the legislation available to them to address the issues and realise the opportunities.



Lest we forget : “Anzac Day, celebrated on 25 April every year, is one of Australia’s most important national commemorations. The day marks the anniversary of the first major military action fought by Australian and New Zealand forces in World War 1 (*actually ever*). The Anzacs (Australian and New Zealand Army Corps) landed on the Gallipoli peninsula on this day in 1915, to be met with fierce resistance from the Turkish defenders.”

“Today commemorative Anzac Day services are held across Australia (*around the world*) at dawn, the time of the original landing. The service includes a period of respectful silence, a lone bugler playing the Last Post, symbolising the peaceful rest of the dead, and the laying of commemorative wreaths. Later in the day veterans and their families meet and join in marches

throughout the country. Increasing numbers of young Australians are also taking part in the dawn service on Gallipoli (*and now at Villers-Bretonneux, France*). On Anzac day we remember all Australians who have lost their lives in war.”

Brian Clinton & the Australia Post Design Team Website : www.auspost.com.au (Philatelic Stamps), 16 Apr 2008

Turkish touch to Anzac Day : “There will be a truly Turkish flavour in Albany this Anzac Day. Professor Turkkaya Ataöv, Professor Emeritus of International Relations at Ankara University, Turkey, will deliver a Skywest public lecture at the UWA Albany Centre on Wednesday April 23, at 5.30pm. The lecture will address the notion of ‘coming to terms with the past’ as a consideration not only for Turkey, but for all nations. Professor Ataöv has travelled to Albany specifically for Anzac Day.”

Emeritus Professor Turkkaya Ataöv, Ankara University, Turkey Extract : AGS Weekender (Page 6), 17 Apr 2008

Honorary doctorate : “A Mt. Barker farmer has been awarded an honorary doctorate in agriculture. Terry Enright became the first farmer to be awarded an Honorary Doctorate in Agriculture from the University of Western Australia (UWA) last week. Dr Enright grows barley, canola and pulses, and grazes sheep and cattle on his Plantagenet (*Kamballup*) property. He received the award after devoting 25 years to agriculture, natural resource management and research, and has played a leading role in the administration and strategic direction of agricultural research and education. UWA Vice-Chancellor Professor Alan Robson said Dr Enright had played a major role in the administration of agricultural policy in WA and the promotion of agronomy. He has also represented the interests of WA growers and state agricultural research institutions in the national research agenda.”

Prof. Alan Robson, Vice-Chancellor, University of Western Australia Extract : AGS Weekender (Page 7), 17 Apr 2008

Presidential election is the republic key : “The question of Australia becoming a republic seems to confuse James Black (Who needs it? 14/4). The governing of the republic of the United States of America by its presidential system and the separation of the executive, congress and judiciary are unique. It has nothing to do with whether Australia should become a republic. The political circus Mr Black refers to has nothing to do with a republic per se, but everything to do with electing a president for its government.”

“Parliamentary government is extant in the UK, with a unitary system; here in Australia with a deferral system and a proxy monarchy; and in Germany as a federal republic. In short, we can still enjoy all the benefits of parliamentary democracy and still become a republic. How this is actually brought about is open to debate. However, one hopes that the process of selecting a president is one that satisfies the populace. One hopes, also, that the presidential role is ceremonial only and that power resides with the parliament and therefore the people.”

Rod Steed, Bull Creek Resident & Taxpayer Extract : West Australian (Page 22), 18 Apr 2008

Presidential election is the republic key : “Now that the republic issue is again being debated in the press, it seems to me that the divisive element of a directly or indirectly elected head of state is trust or, more to the point, distrust. Based on the 1999 referendum, it would appear that the Australian public inherently distrusts the politicians to elect their head of state. Likewise, the politicians appear to distrust the public to directly elect a potential Australian president. Until these issues are resolved the debate will continue.”

Margaret Fitzpatrick, Kelmscott Resident & Taxpayer Extract : West Australian (Page 22), 18 Apr 2008

Think big – we want vision, not strategy : “Some polite advice from a Youth 2020 Summit delegate to his grown-up counterparts : think big this weekend. Don’t limit your ideas to what seems feasible in the political climate. Don’t allow creative thinking to be hampered by the Prime minister’s focus on practical outcomes or a perceived need for consensus. That was our mistake at last weekend’s kiddies fest. We produced a communiqué that failed the visionary test. Our recorded goals were neither ambitious nor inspiring, although some excellent ideas were voiced, ideas which challenged the foundations of Australian society and our system of government.”

“But the conservatives among us dismissed such ideas as silly. Even the modest idea that we attempt to bridge the divide between public and private schools was rejected as communist propaganda. We who represented the youth of Australia seemed acutely aware of what the Government expected. They certainly didn’t want us proposing anything radical, so we toned things down, asked for less. We were strategists when we should have been visionaries. I hope you, the grown-up summiteers (*Australia 2020 Summit, Canberra*), don’t fall into the same trap. This is an opportunity to dream.”

Tim Wright, Thornbury (Vic) Resident & Prospective Taxpayer Extract : Weekend Australian (Page 16), 19 Apr 2008

Anzac Day 2008 : “As every year goes by, the importance of ANZAC Day grows.”

Lotterywest, Western Australia Advert : West Australian (Page 66), 19 Apr 2008

Time to overrule suburb mindset on city planning : “Here we go again. Perth City Council is trying to put obstructions in the way of a visionary development proposal. In doing so, it is reinforcing the view that Perth is the city that says No. This time the council has decided that it will support the State Government’s waterfront proposal in principle, but also has passed 18 recommendations that are highly critical of the design. If most councillors have 18 strenuous objections to the proposal, then what is left for them to support in principle? The conclusion is almost inescapable that the so-called in-principle support negated by a plethora of criticisms is intended to be a new way of saying No, without appearing bluntly to do so.”

“Lord Mayor Lisa Scaffidi knew what she was doing when she asked the council not to be ‘provincial in our dreams for Perth’s future.’ Perth has been dogged by council provincialism and a focus on narrow local interest that have betrayed West Australians’ aspirations for a vibrant, interesting and attractive capital. Plans for city foreshore development have come and gone over the

years but have resulted in little action. There are reasons for cynics to believe that the perpetual nay-sayers will have their way and this one, too, will be consigned to oblivion.”

“However, Planning and Infrastructure Minister Alannah MacTiernan is standing firm on this one, as she should. She says the council’s response to the development is not a show stopper, nor should it be. In essence, the proposal is to take the city to a part of the foreshore. Too much planning in the council – or lack of it – has been based on a suburban mindset and restricted by timidity and a lack of vision. Implicit in the State’s plan is an understanding that central Perth should be allowed to become a real city, rather than an extension of suburbia. That means, among other things, that it should be a place where people can gather for a wide range of social, cultural and other activities.”

“One of Perth’s big deficiencies as a city is that it provides little ready access to its magnificent waterways. The State’s development proposal would remedy that. Obviously, there has to be room for negotiation on issues such as what may be the excessive height of some of the proposed buildings. However, the development proposal overall is for something the city desperately needs and Ms MacTiernan deserves community support in her determination to make it happen.”

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 20), 24 Apr 2008

Anzac spirit continues to define values for nation : “The Australian young men and boys who, moved by a spirit of patriotism and service, signed up for World War I would have been astonished if anyone had suggested that their deeds would help define the enduring values of a young nation. They were, after all, everyday people, drawn from all walks of life, and did not regard themselves as being exceptional. Yet nearly a century on, the nation looks back on them with pride and draws inspiration from the qualities they, and the inheritors of their tradition, have shown on battlefields. Anzac Day has become the most important day of national observance on the calendar. It is not, as some critics have misguidedly said, a celebration of war. It is primarily a commemoration of people who have made the ultimate sacrifice in the service of their country, an occasion to honour their memory and to give thanks for their contributions to protecting our precious liberties.”

“It also increasingly has become a time for contemplating the values that we aspire to uphold as a nation and whether these remain true to the grand tradition of the Anzacs. The Australian community has grown and changed dramatically over the past century, for better or worse. It is a far different society from the one the original Anzacs left for war all those years ago. Yet their qualities continue to shape the national character, providing a touchstone for basic values such as the fair go and egalitarianism. The Young Anzacs who stormed the cliffs of the Dardanelles on April 25, 1915, distinguished themselves with the extraordinary spirit they showed in refusing to be daunted by the impossible task of dislodging the Turks from their commanding position above. They weren’t to know it at the time, of course, but their heroism established a distinctively Australian tradition.”

“When we think of the Anzacs, we think of courage, mateship, determination and an indomitable spirit. We also think of a characteristic irreverence, especially in the face of self-important authority, and of humour in the most testing of circumstances. They were closely representative of the society from which they came and their spirit is still part of Australia. The Anzacs in both world wars were overwhelmingly citizen soldiers who served until the enemy was beaten, because Australia initially did not have a professional standing army or a hereditary aristocratic officer corps. This may help to explain a democratic ethos in the Australian military. That has been reinforced by civilian oversight by governments guided by principles such as the rule of law and freedom of thought and expression. These are favourable conditions for fostering resourcefulness and individual initiative. Troops returning from wars went back to civilian life. They were not seen (*or treated*) as separate from the community but as belonging to it. That closeness remains to this day and is particularly marked on Anzac Day. The example of loyalty, self-sacrifice and commitment to duty set by the Anzacs came from within Australian society, rather than being imposed, and continues to be the standard to which Australians should aspire. Our debt to them is immeasurable. *Lest we forget.*”

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 20), 25 Apr 2008

Select Committee on the impact of peak oil on South Australia : “A Select Committee of the Legislative Council has been established to inquire into and report on the impact of peak oil on South Australia with particular reference to :

- (a) The movement of people around the State, including :
 - (i) *The rising cost of petrol and increasing transport fuel poverty in the outer metropolitan area, the regions and remote communities*
 - (ii) *Ways to encourage the use of more fuel efficient cars*
 - (iii) *Alternative modes of transport*
 - (iv) *The need to increase public transport capacity; and*
 - (v) *Implications for urban planning*
- (b) Movement of freight
- (c) Tourism
- (d) Expansion of the mining industry
- (e) Primary industries and resultant food affordability and availability
- (f) South Australia’s fuel storage capability including :
 - (i) *Susceptibility of fuel supply to disruption; and*

- (ii) Resilience of infrastructure and essential services under disruptive conditions
- (g) Alternative fuels and fuel substitutes
- (h) Optimum and sustainable levels of population under these constraints :
 - (i) The need for public education, awareness and preparedness; and
 - (ii) Any other related matter.”

Legislative Council of South Australia Advertisement : Weekend Australian (Page 11), 26 Apr 2008

Turning the planning system to service WA's economic growth : “Western Australia has an outstanding record of achievement in planning and development that has seen it become the best practice example for development outcomes in most areas. MacroPlan's National Planning Director, Gary Prattley (*formerly CEO of the WA Ministry for Planning under the Court Coalition Government until 2001*), believes that there are three critical factors that have enabled this achievement.”

“The first is the incredible vision and rigour of the Stephenson Hepburn Plan which essentially survives to this day. The second is a planning system that has been stable, strategically focussed and sufficiently independent to survive changing political whims. The final extremely important factor has been the role of the Metropolitan Region Improvement Fund, funded by hypothecated revenue, and therefore free from the vagaries of the budget process. These three factors have enabled the strategic vision to be delivered by acquiring and protecting critical land for regional infrastructure and open space. No other State has the benefit of such a powerful implementation tool and the consequences of this are obvious.”

“Western Australia, via the Western Australian Planning Commission, was the first State in Australia to develop a State Planning Strategy, the first to have regional plans and strategies across the whole State, and the only State to develop comprehensive monitoring of land supply and development across the State. Gary Prattley notes however that the focus on the future of the Metropolitan area over the last few years has perhaps seen insufficient attention paid to the regional areas which are fundamental to the growth of the State and the Nation. The Major Projects Approval system is complex and slow and in need of major overhaul to cope with the current emerging pressures. Planning should play a lead role in establishing the strategic context for such approvals and should, like New South Wales, Queensland and South Australia, take a primary role in delivering an integrated approval system.”

Gary Prattley, Planning Director, MacroPlan Australia Extract : Western Planner Vol.29 #14 (Page 8), Apr 2008

Following up – Gary Prattley was appointed Chairman of the WA Planning Commission in 2009.

Following up – As a qualified planner, Gary Prattley was briefed on the Rainbow 2000[®] Project in 1998, but declined to take the matter to the WA Planning Commission (or more likely was told not to bother by then Planning Minister Graham Kierath). As Director of the planning portfolio, he also declined Smithson Planning's proposition for Development Assessment Panels.

The forgotten crisis : “I have just finished reading through the 2020 Summit summary. I had reached the end of the 38 pages on the 2020 website and found myself looking for the rest of it – specifically the part that deals with the desperately urgent problems facing Australia right now and how we are going to deal with them. I was shocked to find that the most desperately urgent problem facing us today, the unfolding energy crisis due to skyrocketing world oil prices, did not even rate a specific mention. Could that be due to the fact that many of the 2020 participants have government and company cars and do not pay for their own fuel and are subsequently unaware or unconcerned about this threat?”

“Every aspect of our lives revolves around oil; our modern civilisation has been built on and runs on oil. Our civilisation as it is structured would collapse without oil. And yet here we are, with dwindling world oil reserves and rapidly spiralling prices, and our best and brightest are preoccupied with ideas of republics and carbon footprints. We are already seeing the immediate effect of this energy crisis in world grain prices. Families are going hungry because we, the developed nations, are using it to make bio-fuels to power our cars. Average Australians are now starting to feel the pain from spiralling oil and grocery prices and it will only get worse until the cost of oil is such that it threatens the very fabric of our way of life.”

“It is no longer a matter of if but when. I am frightened at how quickly the oil price is rising and the lack of concern from our Federal Government. Its complacency borders on the criminally negligent in my opinion and I fear for my children's future when I see the short-sightedness of our leaders. I fear Kevo (*the Hon. Kevin Rudd MHR, Australia's Prime Minister*) is fiddling as Rome burns. Unless the Rudd Government wakes up to the immediacy of this worldwide threat the only carbon footprints we will be leaving in the future will be those from our bare feet to our humpies (*a traditional Aboriginal shelter*). What our elected leadership also needs to keep in mind is that if civilisation does collapse due to this stupidity, and we are forced to resort to cannibalism, it will be the soft and tender slow-moving bureaucrats who will be eaten first. Now there's an incentive scheme!”

Tim Ciovica, Glen Forrest Resident & Taxpayer Extract : West Australian (Page 22), 30 Apr 2008

Public Environmental Review – Project Justification – Evaluation of Alternatives : “12.1 As the mining and export operations are inextricably linked, the submitter (*Smithson Planning*) believes it is pertinent that the proponents (*Grange Resources & the Albany Port Authority*) are made aware of other factors that may influence the long-term viability of their preferred sea port location, such as the State Infrastructure Strategy 2006; Rainbow 2000[®] – a Regional Planning Strategy for Albany & the Great Southern. This comment and the attached documentation has been reviewed and noted.”

“The alternatives considered for the placement of the Grange port infrastructure are outlined in the Albany Port Expansion PER (EPA Assessment Number 1594). Expansion of existing facilities will result in the smallest possible impact to the environment

along with lower operation and maintenance costs for the Port and its users. Land reclamation is consistent with the existing foreshore, and locating the new berth next to an existing industrial area will result in a smaller overall environmental footprint.”

ecologia, Southdown Magnetite Project, Grange Resources Extract : EPA Bulletin 1291 (Page 5 & 7), Apr 2008

Party to blame : “The fact that the WA Liberals had few options to replace their disgraced leader is entirely their own doing. Powerbrokers have reinforced their own positions in the party by systematically eliminating prospective candidates not aligned to factions or showing any sign of independence or talent. They manipulate party rules and procedures to install sycophants who support their faction leaders in return for continued favour at pre-selection. Such appointees will never be effective leaders. Powerbrokers ensure their own electoral safety at the expense of the party and the State by failing to field an effective opposition. The self-inflicted train wreck that is today’s Liberal Party has rendered itself utterly irrelevant and impotent while the ALP is left to act with impunity at both State and Federal levels. History and the ballot box must hold the Liberal Party accountable for events that unfold over coming years.”

Jim Grayden, South Perth Resident & Taxpayer Article : West Australian (Page 22), 06 May 2008

The Commonwealth’s decision on Albany’s UNESCO’s World Heritage Nomination –

Australian Convict Colonial Settlements

Senator Ruth Webber (Western Australia) asked the Minister representing (*Senator the Hon. Penny Wong*) the Minister for the Environment, Heritage and the Arts (*the Hon. Peter Garrett MHR*), upon notice, on 13 February 2008 :

With reference to the World Heritage nomination of Albany Old Gaol / Amity Heritage Precinct :

- (1) Who were the consultants that prepared the nomination for the former Government.
- (2) Did the consultants identify the Albany Old Gaol/Amity Heritage Precinct as a possible convict settlement site.
- (3) Given that the above site is the oldest European heritage precinct settlement in Western Australia, clearly established under convict labour, why was this location not included by the Minister in the nomination.
- (4) Given that the Western Australian Government and the city of Albany have already approved icon heritage status to the Albany Anzac [precinct] (with state and federal funding) and the implicit relationship between the Albany Waterfront project and the Residency Museum/Eclipse Museum / Old Gaol Heritage Precinct, was the Western Australian Minister for Housing and Works, Heritage, Indigenous Affairs, Land Information, the Honourable Michelle Roberts MLA, and the city of Albany consulted as to the precinct’s inclusion for nomination.
- (5) Is the Minister now prepared to include the Heritage Precinct as an addendum to the nomination.

Senator Penny Wong (South Australia – Minister for Climate Change and Water) — The Minister for the Environment, Heritage and the Arts has provided the following answer to the honourable senator’s question :

- (1) The nomination was prepared by the Department of the Environment, Water, Heritage and Arts. The nomination was overseen by the Convict Nomination Steering Committee which comprised nominees of the relevant state and territory ministers, including the Western Australian Minister. In preparing the nomination, the Department and the Convict Nomination Steering Committee drew on the expertise of over twenty experts in Australia and overseas.
- (2) Albany Old Gaol/Amity Heritage Precinct was not identified in any expert reports as a possible convict site for inclusion in the nomination. A report prepared by Dr Pearson and Mr Marshall in 1995 listed Albany Residency, which is part of the Albany Old Gaol/Amity Heritage Precinct, as one of several hundred significant convict sites around Australia but did not recommend its inclusion in the World Heritage nomination.
- (3) While Albany Old Gaol/Amity Heritage Precinct is one of many important convict sites around Australia, it would not meet the rigorous technical requirements of a World Heritage place. In particular, a World Heritage place must ‘demonstrate that it is so exceptional as to transcend national boundaries and to be of common importance for present and future generations for all humanity’. The Convict Nomination Steering Committee and Australian and international experts, in the context of the nomination, did not assess Albany Old Gaol/Amity Heritage Precinct to be one of Australia’s outstanding examples of the forced migration of convicts or of global developments in the punishment of crime during the 19th century.
- (4) The Western Australian Department of Housing and Works was represented on the Convict Nomination Steering Committee. The Western Australian Minister for Housing and Works, the Hon Michelle Roberts MLA, endorsed the eleven nominated sites in 2006 and supported the submission of the nomination in 2007. Community consultations for the nomination, which were arranged by the Western Australian Government, were conducted at Fremantle in May 2007. The City of Albany did not attend these consultations and has not made any representations to me or, to my department’s knowledge, any former ministers about the Albany Old Gaol/Amity Heritage Precinct.
- (5) Albany Old Gaol/Amity Heritage Precinct will not be included in the Australian Convict Sites World Heritage nomination as it does not meet UNESCO’s technical requirements for World Heritage places.”

Senator Penny Wong (South Australia), Commonwealth of Australia Extract : Hansard, 13 May 2008

Following up – While clearly a lot of Western Australian’s would disagree, the outcome that the Commonwealth of Australia does not support including Albany’s Old Gaol as an addendum to the World Heritage nomination was perhaps to be expected. The practical outcome of that

decision is that the future of the Amity Heritage Precinct is an entirely Australian affair for consideration under Commonwealth, National, State and Local heritage registers in the lead-up to Albany Anzac 2014-18 and Albany Bicentennial 2026-27. You could assume that would be a fairly straight-forward proposition, but then again ...

Surpluses to fund \$20bn road and rail : “Budget surpluses will mostly fund a \$20 billion injection into roads and railways as the federal government battles capacity constraints and tackles urban congestion. To be known as the Building Australia Fund, the money will also be spent on the construction of ports and a national broadband network. The money will come from this year's budget surplus of \$21.7 billion and next year's surplus, along with the former government's Communications Fund.”

“Transport Minister Anthony Albanese said the fund would begin handing out money from January 1, 2009. An audit under way by Infrastructure Australia, led by businessman Sir Rod Eddington, will guide the funding allocations. For too long there has been a lack of investment in the nation's infrastructure. We are now living with the consequences of this under investment. Productivity Commission research in 2006 estimated that raising productivity in transport and infrastructure could raise GDP by nearly two per cent.”

“The budget papers warn of a coming time when huge amounts of government-owned transport infrastructure will need replacing. The average age of Australia's public-sector infrastructure has generally been rising since the 1970s, providing some support for the view that we are approaching, or past, the point where much of the large amount of public infrastructure put in place in the 1950s and 1960s will need to be renewed or replaced, the papers say.”

“Mr Albanese said the fund would not just help ease the constraints being felt at backlogged coal-exporting ports and other vital transport hubs. As well as being a key element to our macro-economic strategy for tackling inflation and boosting national productivity, the fund will improve the functioning of and quality of life within our major cities and major regional centres. As a result of urban congestion, at least one in 10 working parents are spending more time commuting in their car than at home with the kids. Key budget measures for transport (*include*) :

- ❖ \$20 billion for the Building Australia Fund, specific funding to be released from Jan 1, 2009
- ❖ \$160 million to build new Perth Bunbury Highway
- ❖ \$100 million to start construction of the Ballina bypass, NSW north coast
- ❖ \$75 million to fund state government studies into urban congestion
- ❖ \$25 million to strengthen and improve capacity on Melbourne's Westgate Bridge
- ❖ \$22.5 million to improve the Nerang South Interchange on Queensland's Pacific Motorway
- ❖ \$60 million to build Adelaide's Northern Expressway and upgrade Port Wakefield Road
- ❖ \$10.8 million to upgrade Tasmania's Bridgewater Bridge
- ❖ \$8.8 million for works on four Northern Territory roads
- ❖ \$20 million to fund Infrastructure Australia.

Hon. Anthony Albanese MHR, Minister for Transport e-News : WA Business News, 13 May 2008

“Scandals make snap election vital : We need to put an end to this dysfunction and start with a clean slate, and I believe that an election is the only way to achieve this, Mr Grylls said. He was speaking as Labor MP John Hyde (Perth MLA) launched an extraordinary attack on State Parliament, describing it as ‘unproductive’ and ‘slothful’ and calling for a major overhaul of the centuries-old procedures he said made it the most time-wasting work-place in Western Australia. Mr Grylls said Parliament had become a ‘venomous’ place because of the internal bickering within both the Liberal and Labor parties.”

“I urge members of Parliament to support this call ... so that whoever is elected can get on with the job of governing Western Australia in the best interests of Western Australia rather than seeing our reputation as a State dragged through the dirt day in, day out. The internal power plays within the Labor Party are distracting not only the Premier, but his Ministers as well from carrying out their duty to the people of Western Australia. The internal power plays within the Liberal Party have rendered it an ineffective and scorned Opposition. Members of the West Australian Parliament are going out of their way maliciously to bring down the Premier, Government Ministers, the Leader of the Opposition and their own party members.”

The Hon. Brendon Grylls MLA, Leader of the WA Nationals Extract : West Australian (Page 1), 16 May 2008

WA's \$2b clean coal project ditched : “The Rudd Federal Government's silver bullet for dealing with climate change – the underground storage of greenhouse pollution (*geo-sequestration*) – has been dealt a blow with the collapse in WA of a \$2 billion trial of the technology. The clean coal experiment run by the resources giants Rio Tinto and BP was ditched after it was found that deep-sea storage beds off Perth would not hold the tonnes of carbon the companies wanted to bury. Several other ‘clean coal’ experiments are still under way, the biggest being Queensland's ZeroGen project and the Otway project in Victoria. But the failure of the WA project points to the complex geological problems associated with safely burying millions of tonnes of carbon dioxide under the seabed.”

“Despite this, the Federal Government is optimistic about carbon capture, at the weekend quietly releasing its draft legislation to regulate the experimental technology. Resources and Energy Minister Martin Ferguson described carbon capture as ‘essential for the long-term sustainability of coal-fired power generation’. With 83% of Australia's electricity generated from coal (*not to dismiss the billions in export earnings*), no serious response to climate change can ignore the need to clean up coal and the Government's establishment of a carbon capture and storage framework represents a major step towards making clean coal a reality, Mr Ferguson said.”

“Explanatory notes with the legislation said no more than 10 areas would be tested as potential storage sites but the number of sites chosen to trap greenhouse pollution was likely to be only half that. The cost will be high. Exploration will cost from hundreds of thousands to multiple millions of dollars, and the costs of a greenhouse gas transport, injection and storage project would be in terms of hundreds of millions or some billions of dollars, the notes said. However, the legislation seems unclear on who accepts final long-term responsibility for the deep-sea storage sites.”

Hon. Martin Ferguson MHR, Federal Minister for Resources *Extract : West Australian (Page 16), 19 May 2008*

“Membership of Infrastructure Australia : Today I’m announcing the eleven members of Infrastructure Australia – the new national body tasked with developing a blueprint for fixing and modernising the nation’s transport, water, energy and communications infrastructure. I am very pleased the following group of highly distinguished Australians have agreed to serve as inaugural members of Infrastructure Australia :

- ❖ Sir Rod Eddington – Chair (formerly British Airways)
- ❖ Mr Terry Moran AO – (Head, Commonwealth Department Prime Minister & Cabinet)
- ❖ Dr Ken Henry AC – (Secretary, Commonwealth Department of Treasury)
- ❖ Mr Jim Hallion – (Chief Executive, SA Department Transport, Energy & Infrastructure)
- ❖ Mr Anthony Kannis – (Executive Director, WA Department Treasury & Finance)
- ❖ Dr Kerry Schott – (Executive Director, NSW Department of Treasury)
- ❖ Professor Peter Newman – (Curtin University Sustainability Policy Institute)
- ❖ The Hon Mark Birrell – (Chairman, Infrastructure Partnerships Australia)
- ❖ Mr Phil Hennessy – (Chairman, KPMG Queensland)
- ❖ Ms Heather Ridout – (Chief Executive, Australian Industry Group)
- ❖ Mr Ross Rolfe – (Head, Babcock & Brown Infrastructure Division)
- ❖ Mr Garry Weaven – (Chairman, Industry Funds Management).”

“Under the leadership of Sir Rod Eddington, this group has the capacity to cut through and identify the critical issues as well as the proven abilities to find innovative solutions to the infrastructure challenges Australia faces. The intellectual calibre and diverse experiences of these individuals underlines the important role Infrastructure Australia will play in our fresh approach to national economic management. The Rudd Labor Government is serious about bringing national leadership and new thinking to the planning, financing and building of economic infrastructure.”

“The twelve member advisory council’s immediate responsibilities are completing an audit of nationally significant infrastructure by the end of 2008; developing an Infrastructure Priority List to guide billions of dollars of public and private investment; and advising on the removal of disincentives to greater private investment in public infrastructure, including the complexity and cost of public-private partnerships. Ultimately, the work and advice of Infrastructure Australia will inform the Government’s allocations from the soon-to-be-established \$20 billion Building Australia Fund. Today’s announcement underscores just how serious we are about bringing in expertise from outside of government who want to contribute their energies to making our nation what it can be.”

Hon. Anthony Albanese MHR, Minister for Transport & Regional Development *Media Statement : 19 May 2008*

My solution : “An excellent editorial in *The West Australian* (17/5) about the parlous state of WA politics reflected the views of most thinking West Australians but it should have gone further and outlined two ways we can rectify the situation. The first is never give them (*parties*) a chance to short-change us in the first place by not voting for a party politician, most of whom are no more than yes men who represent a self-serving dictatorial organisation. The second is to radically change the way we manage this State. The current archaic system we use is an out-dated, outmoded and completely out-of-touch throw-back from the 17th century that masquerades as democracy and is well overdue for an overhaul.”

Jeff Butler, Erskine Resident & Taxpayer *Extract : West Australian (Page 22), 20 May 2008*

Behind Closed Doors : “The Mayor confirmed that all Councillors in attendance were present prior to discussing and making the following resolution ... that the minutes of the CEO Performance Review Committee conducted on 30 April 2008 be received and the following recommendations be adopted – that Council :

- (1) Recognizes and commends the CEO (*Andrew Hammond*) on a good years work - the majority of Councillors completing the documentation found his performance had ‘Exceeded Expectations’ in all areas;
- (2) Request the CEO to submit 4/5 Key Performance Indicators based upon priority projects driven by the goals of Albany Insight Beyond 2020;
- (3) Approve of total remuneration package of \$225,000 effective from 1 January 2008. Motion : Carried : 12-0.”

Moved Cr. Evans (Mayor), 2nd Cr. Wolfe (Deputy Mayor), City of Albany *Minutes (Item 19.1) : 20 May 2008*

Following up – Notwithstanding the City of Albany losses incurred under the US Sub-Prime Mortgage crisis estimated at between \$1.7-2.0 million, there is also the independent financial review undertaken by Fiscal Star which rated Albany as vulnerable (27 May 2008).

Scorn from forsaken mates, divisions and scandals leave two parties vulnerable : “If you’re aged, if you’re disabled, if you’re ethnic, if you’re not a mate of the Premier (Alan Carpenter), you’re not welcome in parliamentary Labor.”

Hon. John D’Orazio MLA, Member for Ballajura (Labor Ind.) *Extract : West Australian (Page 21), 22 May 2008*

A year late, and costly, but mine a boon to BHP, shire : “It has cost an extra \$1 billion and taken more than a year longer to complete than expected. But today the world’s biggest miner, BHP Billiton, will finally raise the curtain on its massive \$2.2 billion Ravensthorpe nickel project., one of the biggest and most expensive mines completed in WA in years. Watched by Federal Resources Minister Martin Ferguson and Premier Alan Carpenter, BHP Chairman Don Argus will officially open a mine which has sparked an economic boom for the tiny south coast townships of Ravensthorpe and Hopetoun.”

“The arrival of BHP has triggered massive investment in key infrastructure in the region, including a new wastewater treatment plant, new and expanded emergency services facilities, entertainment centres, and a maiden primary school in Hopetoun. Then there are the 8700 jobs during the 3½-year construction phase and 650 permanent positions at the mine. BHP has spent \$150 million providing non-mine infrastructure such as 150 homes. The shire’s population has almost doubled from a sleepy 1200 five years ago to 2100. The once dormant airstrip at Ravensthorpe (*two different locations from the current aerodrome site*) now welcomes three flights a day from Perth.”

“Ravensthorpe Shire’s president Brenda Tilbrook calls it the most exciting time in the shire’s history while local residents have become property tycoons almost overnight, having seen real estate values increase five and six fold in response to an acute accommodation shortage. Properties that would have sold for \$50,000 only five years ago are now changing hands for between \$250,000 and \$300,000. Rents have soared. But not all is rosy. Farmers are struggling to find seasonal workers unless they pay them \$35 to \$45 an hour, which is what BHP pays its basic mine workers, or almost twice a traditional farm wage. Local businesses are also struggling to hold onto their workers, who are eying more lucrative jobs at the mine.”

Cr Brenda Tilbrook, President, Shire of Ravensthorpe Extract : West Australian (Page 6), 23 May 2008

Young planners take on old guard : “WA’s up-and-coming urban planners have formed a think tank to direct the future of Perth and take on rival interest and lobby groups they say do not represent the views of younger people. Nineteen-year old Curtin University planning students Sean Morrison and Michael Di Lazzaro lead FuturePerth, a group with a founding membership of almost 30 people in favour of high density and inner-city development. It was created in response to what Mr Morrison called the ‘not in my backyard’ attitude of the older generation and particularly the response to the Perth Waterfront Project from long-established think tank CityVision.”

“Mr Morrison said the group planned to provide ‘a voice for progressive thinking to ensure the development of Perth is vibrant, integrated, connected and of a high amenity’ and stop the brain drain to other capital cities by creating a city younger people want to live in. The group includes town planning students, transport planners, tourism operators, engineers and IT professionals. More than just providing a public commentary, Mr Morrison said FuturePerth would make submissions on developments and projects and hoped to take an active role where it could.”

“Our role is to inform the local community to stop them believing the hysteria from groups like Keep Cott Low and The Fremantle Society that development is dangerous. We say it won’t deplete the lifestyle of the area, it will only serve to enhance it, and I think we can win the debate with facts and logic. Planning and Infrastructure Minister Alannah MacTiernan said she welcomed a group with a contemporary view on development. On a lot of big projects we have these peer review sessions which are very important in setting strategy and we’d be keen to invite representatives from this group along so we have a 21st century view as well as a 20th century one.”

“CityVision chairman Ken Adam said while his group consisted of older professionals in the same sort of fields who were sometimes perceived as ‘overly cautious’ for not ‘supporting development at all costs’, they welcomed enthusiastic up-and-coming colleagues. CityVision was established in 1986 as an independent urban advocacy group and has 28 members from the planning, design, engineering, arts, heritage and development industries. Mr Morrison said FuturePerth was disappointed with local governments which let minority interests rule and did not provide vision. The State Government’s Network City planning policy was ‘a good document’ but its implementation had been poor.”

Sean Morrison, FuturePerth (Curtin Students Think Tank) Extract : West Australian (Page 14), 26 May 2008

Planning process ‘deceitful’ : “The \$200 million over-scale shopping mall with offices, the oversized ING project for Victoria Quay, has been forced on the council and community despite promises from Alannah MacTiernan and despite expert evidence provided by Fremantle Council, despite overwhelming community opposition and despite the plans being contrary to the master plan and council policy. Of great concern is that following the WA Planning Commission decision, ING and Fremantle Ports tried to undo various conditions imposed and not only was Fremantle Council refused information about the discussions and the SAT appeal, but the council was not allowed to even make representations.”

“The WAPC said that it had received independent expert advice that the plans complied with the master plan. Under FOI we received that advice and it does not conclude that the plans comply with the 2000 master plan for the area. Fremantle Ports, which conducted sham public consultation during the process, failed to get a conservation plan done until after the plans had been approved and refused to hand over to Fremantle Council documents requested under FOI.”

“Various communities around the State are outraged at the deceitful planning processes undertaken by the State Government, especially regarding its (*presumably the community’s and not the government’s*) waterfronts.”

Cr John Dowson, Fremantle City Councillor Extract : West Australian (Page 22), 26 May 2008

WA councils on brink of financial oblivion : “A local government ratings agency says several of the State’s councils are unsustainable or on the brink of financial oblivion. Adelaide-based Fiscal Star rated 35 councils around WA based on figures from the last two financial years, finding Esperance, Canning, and Geraldton had unsustainable levels of underlying operating

deficit, liabilities and infrastructure backlogs. But the councils have disputed Fiscal Star's methodology, which Canning mayor Mick Lekias said distorted the results and did not accurately portray the financial position or sustainability of many of the councils (*there are 142 local government authorities in Western Australia*)."

"Fiscal Star principal analyst Alan Tregilgas said generally WA councils with revenues from their own sources greater than \$10 million appeared sustainable compared with those in other State, including NSW, where only one-third were rated as sustainable. Five-star ratings were given to Belmont and Nedlands councils, while 16 councils got a 4½-star rating, including Perth, Subiaco, Fremantle, Cockburn, Stirling, Melville, Victoria Park, Gosnells, Swan, Mandurah and Armadale. Those councils listed as 'vulnerable' were Mundaring, Bayswater, Albany and Cambridge."

"A spokesman for the Shire of Esperance said Fiscal Star's methodology was flawed because it did not pick up on alternative revenue streams and long-term planning (*Bandy Creek - no pun intended*). He said in the shire's case it had a large land bank that it could subdivide for income, as demand was great, and which would also provide income in the form of rates. Fiscal Star gave (*the councils of*) Augusta-Margaret River, Harvey, Kwinana and Port Hedland 0-star ratings because they did not disclose their financial information on their websites."

Alan Tregilgas, Principal Analyst, Fiscal Star Extract : West Australian (Page 12), 27 May 2008

Peak oil survivalists brace for world's end : "A few years ago, Kathleen Breault was just another suburban grandmother, driving countless hours every week, stopping for lunch at McDonald's, buying clothes at the mall, watching television in the evenings. That was before she heard an author talk about the bleak future of the world's oil supply. Now, she is preparing for the world as we know it to disappear. Mr Breault cut her driving time in half. She switched to a diet of locally grown foods near her New York home and lost 32kg. She sliced up her credit cards, banished her television and swore off plane travel. She began relying on a wood-burning stove. I was panic-stricken, the 50-year old recalled, her voice shaking. Devastated. Depressed. Afraid. Vulnerable. Weak. Alone. Just terrible."

"Convinced the planet's oil supply is dwindling and the world's economies are heading for a crash, some people around the US are moving on to homesteads, learning to live off their land, conserving fuel and, in some cases, stocking up on guns they expect to use to defend themselves and their supplies from desperate crowds of people who did not prepare. The exact number of people taking such steps is impossible to determine, but anecdotal evidence suggests that the movement has been gaining momentum in the past few years. These energy survivalists are not leading some sort of green revolution meant to save the planet. Many believe it is too late for that, seeing signs in soaring fuel and food prices and a faltering US economy, and are largely focused on saving themselves."

"Some are doing it quietly, giving few details of their preparations – afraid that revealing such information as the location of their supplies will endanger themselves and their loved ones. There's going to be things that happen when people can't get things that they need for themselves and their families. Some believe cities could see a rise in violence as early as 2012. These survivalists believe in 'Peak Oil', the idea that the world oil production is set to hit a high point and then decline. Scientists who support the idea say the amount of oil produced in the world each year has already or will soon begin a downward slide, even amid increased demand. But many scientists say such a scenario will be avoided as other sources of energy come in to fill the void."

www.PeakOil.com Extract : West Australian (Page 46), 28 May 2008



Bill Leak, Cartoonist Cartoon : The Australian (Page 14), 29 May 2008

A true visionary : “We are truly lucky to have visionary leaders in Australia. Kevin Rudd is a visionary who, before the election, puffed out his chest, called John Howard a ‘climate change denier’, and told the Australian public and media that it was the most important issue facing the planet, and needed a government to take strong action. He then marched off to sign the Kyoto Agreement and came back basking in the platitude of the electorate and scientific community.”

“A few months later, in the Federal Budget, he commits less than 1/10th of 1% of the total GDP for the next three years on combating climate change, cuts funding to the CSIRO and stops funding for the only people who can afford to install photovoltaic panels on their roofs (thereby crippling this fledgling solar industry in Australia). He has also managed to silence Peter Garrett (*the Federal Environment Minister* – one of the most vocal critics of successive governments on their lack of action on climate change and the environment) on these issues and transform him into someone who approves (*paper*) pulp mills in Tasmania. Truly visionary!”

Adrian Sims, Westminster Resident & Taxpayer Extract : West Australian (Page 22), 30 May 2008

\$10b island plan for Fremantle’s North Quay : “It’s a visionary proposal that at least deserves the benefit of investigation and debate. The boldness of the plan is impressive. It could only be made a reality though if the engineering, social and environmental issues were satisfactorily addressed.”

Hon. Troy Buswell MLA, Opposition Leader of Western Australia Extract : West Australian (Page 9), 30 May 2008

\$10b island plan for Fremantle’s North Quay : “I imagine the community will be split on this, but it’s a conversation the Fremantle and Western Australian community are mature enough to have.”

Mayor Peter Tagliaferri, Fremantle City Council Extract : West Australian (Page 9), 30 May 2008

\$10b island plan for Fremantle’s North Quay : “I think you can expect substantial opposition, but given the line-up of developers and the sort of resources they have at their disposal it will be a tough task for voluntary groups who oppose it.”

Michael Martin, Save Fremantle Beach Alliance Spokesperson Extract : West Australian (Page 9), 30 May 2008

\$10b island plan for Fremantle’s North Quay : “It’s obviously very interesting and exciting, but it is going to put that area under extreme stress in terms of access and the homes would have to be highly durable to withstand those environments.”

Rod Mollett, President, Royal Australian Institute of Architects Extract : West Australian (Page 9), 30 May 2008



Fremantle's bold \$10b North Port Quay plan attacked : "North Port Quay is headed by some of Perth's richest and most influential business people including Ralph Sarich, Port Bouvard, Cape Bouvard, Pindan, Diploma, Di Latte Group, Strzelecki Group, Luke Saraceni, Angela Bennett, Alf Barbagallo and ex-Test cricketer Geoff Marsh. A 3.5km seawall will surround the development designed to withstand global warming and storm surges. It will use wind, wave and solar energy and include homes for 20,000 people, 100,000 square metres of office space, Venice-style canals and bridges, two new schools, 2200 boat pens, a performing arts centre, a five-star hotel and convention centre."

"North Port Quay concept spokesman David Christison said he welcomed criticism from Mr McGinty and Mr Barnett. People are entitled to their opinions. This is a concept that Perth has been challenged to embrace. It's an opportunity to deliver something that is designed as world's best practice as a completely sustainable carbon free development. Nothing of this type has ever been proposed for Australia or Western Australia before (*except the Rainbow 2000 Project*). It is bold, it is ambitious and it may be startling to some people."

David Christison, North Port Quay Pty Ltd Website : Sunday Times (Perth Now), 01 Jun 2008

Fremantle's bold \$10b North Port Quay plan attacked : "Premier Alan Carpenter has joined other leading MPs in rejecting a \$10 billion proposal to transform North Quay in Fremantle into a sprawling ocean metropolis. Attorney General Jim McGinty and former Opposition Leader Colin Barnett have also dismissed the plan. And Fremantle Mayor Peter Tagliaferri says he has been snubbed by the group planning the marine wonderland in his own backyard."

"Private consortium North Port Quay wants to build houses, offices, schools and hotels on six man-made islands, spreading across 345 hectares of seabed in the Indian Ocean. Mr Carpenter said the plan made no sense whatsoever. I don't like it, I never have. The group came and saw me three years ago, and I told them then that I didn't like it, I thought it would never happen, and I hope it never happens. I don't know what's driving this proposal, but it's not common sense. I don't like it, I won't support it, I oppose it, and it doesn't make any sense to me whatsoever and as long as I am able to, I will oppose it."

"Mr Carpenter continued to pour cold water on the project by questioning its location. This is not the Arabian Gulf; this is the Indian Ocean at the mouth of the Swan River where we have a busy working port with very, very difficult transport issues already. This is an encroachment into the ocean on a scale we have never seen before, it would have a dramatic impact, I think, on Port Beach and some of the other facilities down there. The transport problems would be horrendous, it is completely unnecessary."

"I don't think there would be very many people in the Fremantle area who would have anything other than the most strong opposition to this project, and I am one of them. The proponents mooted the plan with former premier Geoff Gallop, in 2004/5, and then approached Mr Carpenter. The proponents showed me their plan in 2005 when I was the State Development Minister, and they said what do you think? And I said it will never happen, forget it."

Hon. Alan Carpenter MLA, Premier of Western Australia Website : Sunday Times (Perth Now), 01 Jun 2008

The bitter battle to build a better WA : "Urban encroachment and its impact on efficient port operations is an issue for ports worldwide. We are concerned about the impact of any development on safety, security and efficiency of port operations. If this type of development is to be debated, sites other than Fremantle should be included in the debate. It is much harder to find alternative deepwater sites for ports than it is to find alternative sites for a residential-type development. A large residential

development, including a marina and boat-launching ramps, would significantly increase recreational traffic and congestion on critical routes used by container trucks. It gives rise to safety and efficiency concerns, as well as potentially constraining port operations in other ways, with complaints about 24-hour port operations.”

Kerry Sanderson, CEO, Fremantle Port Authority *Extract : Sunday Times (Page 71), 01 Jun 2008*

Following up – Kerry Sanderson was appointed WA Agent-General to the United Kingdom, European Union and wider Europe in Oct 2008.

Gas woes renew nuclear calls : “WA’s gas supply crisis has resurrected the polarising nuclear power debate, with the State’s peak business group and experts urging an unwilling State Government to consider it to strengthen the vulnerable power market. Nuclear power is one of the energy alternatives preferred by the WA Chamber of Commerce & Industry . CCI chief executive James Pearson said nuclear energy had to be on the table as a base-load power source in a carbon-constrained future, especially when the State was home to one of the world’s richest sources of uranium.”

“The two gas disruptions in the last six months are a call to action which we don’t want the Government to ignore and the business community in WA would like to work with the Government to help develop an energy blueprint, Mr Pearson said. The CCI planned to lobby the Government on this ‘pressing’ issue in the lead-up to the election. Alan Carpenter yesterday restated the Government’s anti-nuclear stand, saying WA would never see domestic nuclear power under his watch. Opposition Leader Troy Buswell said yesterday nuclear power was not an option for WA in the foreseeable future, despite the Liberals’ support for uranium mining.”

James Pearson, CEO, WA Chamber of Commerce & Industry *Article : West Australian (Page 12), 07 Jun 2008*

Sarkozy dreams of grand capital growth : “French President Nicolas Sarkozy has asked 10 architects, including Britain’s Richard Rogers, to dream up a Grand Paris to rival Greater London. Backed by planners, engineers, sociologists and even philosophers, they have been given six months to suggest novel ways of expanding the city, which is 15 times smaller than Greater London. Paris has two million inhabitants compared with Greater London’s 7.5 million, and the transport and economic links between the walled city and the suburbs of the Ile de France area are poor. The architects were invited this week to Élysée Palace, where Mr Sarkozy told them : You have the absolute freedom to dream, and the means to go with it.”

“It has been described as the President’s bid to go one better than his predecessors who have all sought to make their mark on Paris. Socialist Francois Mitterrand commissioned the glass pyramid at the Louvre; Georges Pompidou backed the famous modern art centre that takes his name; while Jacques Chirac ordered a new museum (*Musée du Quai Branly for Indigenous Arts*) by the Seine River. But one adviser, Henri Guaino, told Le Monde newspaper that Mr Sarkozy wanted to go much further than simply building monuments to the glory of the regime. He asked the group of architects to redesign the capital’s boundaries, its transport, the way it is governed, its environmental impact and its aesthetics.”

Nicolas Sarkozy, President, France *Extract : West Australian (Page 46), 07 Jun 2008*

Quick decision on N-waste dump site : “The Rudd Federal Government is preparing to accelerate a decision on the site of a nuclear waste dump, with every indication it will be in the Northern Territory.”

“Consultants investigating NT sites are expected to report by the end of this month; however, Resources and Energy Minister Martin Ferguson said he was resolved to act soon after decades of indecision by previous governments. I know I’ve got one of the tough decisions of this Parliament. It’s got to be done. You can’t hide from your responsibilities and you can’t play politics. It has left opened the possibility of using Howard-era legislation to dump nuclear waste in the NT against the wishes of the Henderson Territory government, despite Labor’s pre-election promise that it would repeal the legislation.”

“Once you’ve selected the site, you have to go through the normal environmental protection process, the EPBC Act. You’ve got to treat the indigenous community correctly as to consultation and then put together an outcome. If the Government decided to use the Howard-era law, it could be a political nightmare for the Environment Minister Peter Garrett, who condemned the law before the election and who would need to approve the site under the Environmental Protection & Biodiversity Conservation Act.”

Hon. Martin Ferguson MHR, Federal Minister for Resources *Extract : West Australian (Page 4), 09 Jun 2008*

WA farmers urge upgrade of dilapidated rail freight network : “The State Opposition and the WA Farmers Federation have called on the Carpenter State Government to improve the dilapidated rail freight network as rising fuel costs impact on the cost of road haulage. Shadow agriculture minister Gary Snook (*formerly Shadow Planning and Transport*) said yesterday that a task force had identified about 400km (*ERA <8% of State public rail network*) of rail track in WA’s regional freight network which needed to be upgraded, including old lines into the Wheatbelt regions. Industry had indicated it was prepared to put in \$600 million to \$800 million to retro fit and relay track. He said the State Government needed to get Federal Government infrastructure funding for rail network maintenance. There would be massive pressure on WA’s freight transport network if favourable rainfall led to a record grain harvest. Mr Snook said a lot of roads were deteriorating because they were not meant to have 70-tonne trucks travelling on them.”

Gary Snook MLA, Shadow Minister for Agriculture (Greenough) *Extract : West Australian (Page 7), 09 Jun 2008*

WA farmers urge upgrade of dilapidated rail freight network : “WA Farmers Federation president Mike Norton said that the transport of grain by rail was going to be crucial in the future and a lot of maintenance work needed to be done on regional rail lines. The Government also had to look at putting in more spur lines to improve the transport of hay and grain (*and not to exclude rural passenger services, timber products, coal, lead, nickel, cobalt, sulphur, haematite, magnetite, etc*). Mr Norton said State

governments from both sides had paid lip service to rail transport. It started back with the (Richard) Court *Coalition* government when they wanted to sell all the key infrastructure.”

Mike Norton, President WA Farmers Federation Extract : West Australian (Page 7), 09 Jun 2008

WA farmers urge upgrade of dilapidated rail freight network : “Planning and Infrastructure Minister Alannah MacTiernan said the problem had been caused by the incompetent privatisation of the State’s rail freight network by the previous State coalition government which enabled the original buyers to take hundreds of millions of dollars out of the network and then walk away, leaving it in poor condition. Ms MacTiernan said the State Government was involved in discussions about the issue with the Federal Government.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure Extract : West Australian (Page 7), 09 Jun 2008

Following up – Alannah MacTiernan (Minister for Planning & Infrastructure from 2001 to 2008), following the loss of State government, now serves as the Member for Armadale and Shadow Spokesperson for Regional Development, Strategic Infrastructure & Climate Change.

WA farmers urge upgrade of dilapidated rail freight network : “Agriculture Minister Kim Chance said rail transport had a big advantage over road transport when fuel costs were high because fuel was only a very small cost in rail haulage whereas fuel was about 20-25% of the cost in trucking. But the State was limited to a landlord role until 2050, with private companies responsible for the maintenance of rail hardware. Mr Chance said he supported Cooperative Bulk Handling’s ‘grain express’ proposal which aimed to link freight with storage and handling services.”

Hon. Kim Chance MLC, Minister for Agriculture Extract : West Australian (Page 7), 09 Jun 2008

Following up – Kim Chance retired at the 2008 state election. The Hon. Matt Benson MLC (Labor, South-West) based in Albany won the #1 spot on the Labor ticket for the Agriculture Province, and would have been a strong candidate for any future state cabinet as Minister for Agriculture in the event that the Carpenter Government were re-elected for a third term – they didn’t.

Gas failure puts nuclear energy on agenda again : “Alan Carpenter is nothing if not constant in his obdurate refusal to consider the merits of nuclear energy. Time and again the Premier has maintained the line that there will be no domestic nuclear energy in Western Australia on his watch. The fact that WA has had two potentially crippling gas misadventures in the past six months and that oil prices are beginning to bite deeply into government and household budgets does not, apparently, cause him to ponder the wisdom of a stance which also bans the mining of uranium. He is boxing himself (WA, Australia and the Globe) into a tight corner as concerns grow that WA is not considering the nuclear option as part of an energy blueprint to meet future power needs.”

“The WA Chamber of Commerce and Industry, for instance, believes that the State must at least consider nuclear energy as a base-load power source since the world is facing what is called a carbon-constrained future. WA, the CCI rightly pointed out, is one of the world’s richest sources of uranium. Sixteen percent of the world’s power comes from the nuclear energy used in more than 30 countries. The rapid rise in the past month in the price of oil is a stark reminder that refusing to acknowledge the potential of nuclear energy, and to consider it as part of an overall energy scheme, may come at a hefty financial cost. Renewable sources of energy, including solar, must be considered too, though a report 18 months ago by a House of Representatives industry and resources committee found that renewable sources were limited in their application by being intermittent and diffuse and that they posed significant storage problems. The committee found that at present the only alternative to fossil fuel was nuclear energy.”

“Mr Carpenter’s opposition to it (nuclear energy), and the suspicion that his argument is based on outdated and populist ideology which a substantial part of the community and certainly some members of his own party no longer accept, may see him heading for political trouble. At the very least, he must be mature enough to include nuclear energy in any debate about how the State will meet the business and household needs of the future. He cannot remain captive to a philosophy which ignores the increasing foolishness of a blinkered reliance on fossil fuels. It is generally accepted that nuclear power generation is unlikely in Australia within at least the next decade and probably longer. But like the mining of uranium in WA, it is all but inevitable.”

Paul Armstrong, Editor, The West Australian Editorial : West Australian (Page 20), 10 Jun 2008

Following up – At the National Press Club in Canberra this very day, Premier Mike Rann of South Australia, now the longest serving Labor premier in Australia, and currently National President of the Australian Labor Party, who governs in minority with one National Party and one Independent Liberal as ministerial members of his State Cabinet, outlines SA’s plans to embrace uranium mining and nuclear power.

Australia offered a seat at table for oil crisis meeting : “Australia is set to attend a crisis meeting of the world’s biggest petroleum producers and suppliers on the soaring oil price, which analysts believe may soon reach US\$140 a barrel. An invitation was extended to Australia to attend the June 22 meeting organised by Saudi Arabia amid arguments between producer and consumer nations over who to blame for the blow out in energy costs. I will be looking very carefully at the proposed agenda for that meeting overnight and I will have further to say about it. Key nations have already suggested they will attend, though US President George Bush is sending his Energy Minister rather than find himself in the same room as the leaders of nations such as Iran and Venezuela.”

“European countries, the European Commission, oil company representatives, the International Energy Agency and the heads of investment banks Morgan Stanley and Goldman Sachs are also being invited as well as members of the OPEC oil cartel. A key element of the increase in prices has been the weak American dollar. Investors, looking for safe havens, have plunged their cash into oil, pushing up demand. Liberty Trading Group president James Cordier said investors were now banking that interest rates in Europe would increase this year while rates in the US would remain unchanged or fall, raising the prospect that crude oil may crash through US\$140 a barrel. That’s going to really fuel the (investment) funds back into the long side of crude oil, he said.”

James Cordier, President, Liberty Trading Group, USA Extract : West Australian (Page 5), 13 Jun 2008

Rudd Pacific solution has work-based mutual gains : “Perth-based think tank Future Directions International released a study this week calling on the Government not to overlook the strategic benefit to the country of its offshore territories. The Prime Minister must elevate the importance of its external territories if it is to protect its fish stocks and mineral resources into the future and develop a comprehensive defence policy, the report said. Australians have long conceived of their nation as composed of six States and two Territories in a well-defined, cohesive, geographic area, the study’s author said.”

“The reality is that Australia has a number of territories which are positioned far beyond its traditional mainland borders. In the future, external territories will be the leading geopolitical edge of Australia’s presence in its region. As the Indian Ocean becomes a strategically significant area of international activity and competition, and the Pacific Ocean sees a renewal of its importance, Australia may have to expand its strategic focus to consider additional areas of the nation which were previously considered secure, often due to their accessibility.”

“Australia’s external territories reviewed by the research institute include Christmas Island, Cocos Island, Norfolk Island, Australian Antarctic Territory, Ashmore & Cartier Islands, the Coral Sea Islands, Heard and McDonald Islands (*et al*). The report highlights that while there exists no current threat to the security of these territories, a rapidly changing global and regional security environment means that the Government has to review its ability to respond to unforeseen security developments that could impact on Australia’s sovereignty over them.”

Barry Patterson, Consultant, Future Directions International Extract : West Australian (Page 21), 13 Jun 2008

Republic would put stability at risk : “Governor-General Michael Jeffery says a directly elected President would be a risk to political stability and may lead to friction between the head of state and Prime Minister. Major-General Jeffery broke his five-year silence on the republic debate by warning the community not to take for granted the structure that has worked for 100 years. After the failure of the 1999 republic referendum, which offered voters a president appointed by Parliament, observers believe the option most likely to be put to voters next time will be the direct-election model.”

Major-General Jeffery, who will retire as Governor-General on 5 September 2008, is one of the most experienced viceroys in Australia’s history, having served seven years as WA Governor before his five at Yarralumla (*Government House, Canberra*). I think the beauty about our present system is that governors and governor-generals are not elected and therefore are bound to act on the advice of ministers, provided that advice is constitutionally correct and legal. We should always look at ways of improving our system of government in the same way we do with business and academia. But you’ve got to have a foundation and a basis of knowledge from which to make those decisions.”

Major-General Michael Jeffery AC, Australia’s 24th Governor-General Extract : West Australian (Page 1), 14 Jun 2008

Following up – Australia may well have democratically changed its federal government in 2007, but the electorate would seem far from satisfied with past and potential future performance of all political parties. The Liberal National Coalition were handed a comprehensive defeat after eleven years, and the Australian Democrats were resoundingly sent a message replaced by Greens and Independents in the Senate (due to sit for the first time in July 2008 with the balance of power). The Federal Cabinet is now confronted with a myriad of ‘new challenges’ associated with Peak Oil and Global Warming, and the consequent impact on Economy, Ecology & Sociology.

Regions lose : “The past fortnight has given us all a preview of the level of support we can expect in regional Australia under coast to coast Labor. The axing of the Regional Partnerships Program by the Rudd *Federal* Government and the threatened withdrawal of around \$4 million from the Great Southern should give us all cause for concern. This program, initiated by our Federal MP Wilson Tuckey (*MHR O’Connor*), has focussed on vital projects in regional communities. Albany MLA Peter Watson has in the past taken every opportunity to attack the previous Howard Government and Wilson Tuckey. For six months now he has known that his Labor mates in Canberra were looking to abolish Regional Partnerships and it appears as though he has done little to convince them otherwise. With State Labor abolishing six country seats (supported by Mr Watson) at the next State election (*One Vote One Value electoral reform legislation*) and a Federal government which has already given a clear indication of how it intends to treat regional WA, heaven help us in the Great Southern.”

Andrew Partington, Liberal MLA Candidate, Albany Extract : Albany Advertiser (Page 8), 17 Jun 2008

Uniform planning laws will benefit all : “Uniform planning and development laws could yield ‘huge advantages’ for the national economy, says NSW Planning Minister Frank Sartor. Mr Sartor will put planning on the agenda of the Council of Australian Governments next month when he asks ministers from other States to agree to commission research on the benefits of a national regime. Investors would have a lot more certainty wherever they go in the country, Mr Sartor said.”

“His plan comes as a new report by financial services company KPMG reveals recent planning reforms in NSW, Victoria, South Australia and Queensland have moved in similar directions – removing local council’s control over key infrastructure, reducing red tape and forcing councils to fast-track low-risk developments, such as standard home extensions. Mr Sartor said the increase environmental consciousness in the 1970s had led to tighter regulation around building and development, but it was now recognised across the States and Territories that it was time for the pendulum to swing back. I don’t think we’re going to end up with identical laws, but there ought to be some common rules and principles.”

“Mr Sartor, who managed to push a raft of key reforms through NSW parliament this week after a long battle with councils, said shifting the reform push to COAG would take the heat out of the battle between State and local governments over planning. Under the reforms legislated in NSW this week, minor work, such as extensions and single-storey homes, will require a permit rather than going through a full-scale development application process. There will be new rules limiting the costs councils can pass on to developers in the form of levies. Private certifiers will have a bigger role in development approvals and most major

infrastructure projects will be determined by independent panels of experts, rather than by the Planning Minister or councils (*no mention of the appeals process*)."

"The KPMG report, which was commissioned by Mr Sartor, finds most states have acted on planning processes that are 'ill-equipped to the pace and magnitude of development applications brought on by increasing economic activity and regulatory creep'. It says the average time for councils to approve a new home has blown out to 78 days in New South Wales and 120 days in South Australia. Building codes have streamlined approvals for low-risk projects, with most states aiming to increase the proportion of straight-forward, 'complying' developments to 50% of the total. The report says consistency in planning reform will reduce costs for builders and home owners, improve housing affordability, clear infrastructure bottlenecks, and 'unleash economic competitiveness around the country.'"

The Hon. Frank Sartor MLA, NSW Minister for Planning Article : Weekend Australian (Page 11), 21 Jun 2008

Following up – Premier Morris Iemma MLA; Deputy Premier & Minister for Finance & Transport John Watkins MLA; Treasurer & Minister for Infrastructure Michael Costa MLC; and Minister for Planning Frank Sartor MLA, are all parliamentary victims of the New South Wales 'Plan B' power privatisation strategy and forced to resign from Cabinet and/or Parliament in September 2008.

Property developers unite against new tax : "More than a dozen of WA's biggest property developers have joined forces to fight the planned introduction of a mandatory tax charges by local governments on all new developments. The council's executive director Joe Lenzo said developers believed the proposed tax was unacceptable and would inevitably be passed on to homebuyers, adding an extra cost to the price of a block in an already softening property market. We believe that this is pretty lazy policy and old legislation. All this has been overtaken by the Federal Government's move to provide significant amounts of infrastructure to the States and to local government provided local government can get their act together."

"Among the developers fighting the proposed legislation are Mirvac, Stockland, Cape Bouvard, the Wylie Group, Peet & Co. and the Peron Group. WA is the only State without a development contribution charge, and infrastructure contributions are worked out with local councils on the merits of each project. Under the planned policy (*WAPC State Planning Policy 3.6 – Development Contributions*), an across-the-board formula would apply and (*local*) councils would be required to create development contribution plans for up to five years to be incorporated into local planning schemes. Councils would also have to identify cost contributions for a specific area in advance. A survey of councils by the Property Council of Australia (NSW) found 'hundreds of millions of dollars' in unspent infrastructure levy funding."

Joe Lenzo, Executive Director, Property Council of Australia (WA) Extract : West Australian (Page 62), 21 Jun 2008

"Better planning – better future : As part of the Planning Reforms 2008 package, the *South Australian State Government* will develop detailed new Regional Plans for all areas of the State. The Regional Plans will include :

- ❖ A 30-year Plan for Adelaide, covering the Greater Adelaide area, from metropolitan Adelaide down to Victor Harbour in the south, up to the Barossa in the north, and across to Murray Bridge in the east. This area covers 26 councils
- ❖ Five Regional Plans for Country SA, including Master Plans for major regional cities and towns."

"The State Government is committed to developing regional South Australia in a coordinated and sustainable way that protects the culture and character of the regions, while maximising opportunities. Five Regional Plans will be prepared by mid 2010, including :

- ❖ Specific regional targets for population and land supply (for both housing and employment)
- ❖ Targets and strategies for water and energy efficiency and for housing affordability
- ❖ Protected conservation and agriculture/horticulture areas, growth precincts, land subject to further investigation
- ❖ Integrated transport planning
- ❖ Major infrastructure requirements identified for feeding into Government planning
- ❖ All regions will play their part in the future growth and development of South Australia."

"The five country Regions will be :

- ❖ Eyre and Western Region
- ❖ Far North Region
- ❖ Limestone Coast Region
- ❖ Murray and Mallee Region
- ❖ Yorke and Mid North Region."

"These Regional Plans will allow for upfront identification and resolution of key land use issues, including coastal development and appropriate protection of state and local heritage, native vegetation and other environmental assets. The Regional Plans will also incorporate water and energy efficiency strategies and integrate transport and infrastructure planning. The Regional Plans will be led by Planning SA and developed collaboratively with local councils, State Government agencies and Natural Resource Management Boards. Regional communities will be able to have their say on draft Regional Plans as they are developed, with the Plans to be released for public comment before they are finalised. The Regional Plans will also include Master Plans for major regional cities and towns."

The Hon. Mike Rann MLA, Premier of South Australia www.planning.sa.gov.au : 23 Jun 2008

State infrastructure strategy finalised : "More than 2 ½ years after kicking off the process, the state government has finally been handed a final report on its infrastructure strategy. The chairman of State Infrastructure Strategy Industry Reference Group,

former Clough chief executive Brian Hewitt, handed the final report to Deputy Premier (and Treasurer) Eric Ripper last week, who will take it to cabinet shortly. The document outlines a 20-year plan for managing Western Australia's infrastructure, with a view to providing more transparency and clarity. Preparation of the strategy has been welcomed by business groups, though they have been frustrated by the long time involved and are reserving judgement on whether it will actually improve infrastructure planning."

Brian Hewitt, Chairman, State Infrastructure Strategy WA Extract : WA Business News (Page 23), 26 Jun 2008

Following up – Try getting a public copy of the WA State Infrastructure Strategy 2008.

Lack of long-term vision hampers state : "We've had no vision since Charlie Court ruled here. That was the message one representative of Perth's mining and resources sector gave to WA Business News' recent mining services and mining technology forum. Using the forum to air his gripe with the State government's handling of the state's future, Bernard Ridgway, managing director of Perth-based drilling services company Index, said Western Australia needed decision makers with integrity, something that had been lacking since Sir Charles Court became Premier in 1974."

Bernard Ridgway, Managing Director, Index Extract : WA Business News (Page 24), 26 Jun 2008

Lack of long-term vision hampers state : "A key issue raised at the forum was what the mining sector perceived to be a lack of long-term vision from the State government. Managing director of construction and engineering company Modern Industries, Andrew White, said the federal government's 2020 vision was a start, but wasn't forward thinking enough. Back 50 or 100 years ago we used to plan projects that had a 100-year look ahead. That's where we should be looking to."

Andrew White, Managing Director, Modern Industries Extract : WA Business News (Page 24), 26 Jun 2008

Lack of long-term vision hampers state : "Maptek manager of technical services, Claudia Monreal, said although WA was an isolated state, the government needed to think big when planning for the future. Ms Monreal agreed with the forum that the government needed to plan further down the track with at least a 30-year vision"

Claudia Monreal, Manager Technical Services, Maptek Extract : WA Business News (Page 24), 26 Jun 2008

Lack of long-term vision hampers state : "According to ISS Group general manager Frank Zenke, Australia was once renowned for being 'the smart country' but it had somehow lost its way. He said government leaders had minimal knowledge of how to run a business and seldom looked beyond their next term of government. Had previous state governments had a long-term vision, mining towns such as Karratha and Port Hedland would now be more vibrant with substantial permanent population bases. The government needs to put infrastructure in place to make living in these country towns more attractive, instead of having this fly-in, fly-out culture."

Frank Zenke, General Manager, ISS Group Extract : WA Business News (Page 24), 26 Jun 2008

Lack of long-term vision hampers state : "Australian Mine Services managing director Ian Massara said government leaders at both national and state levels had to plan on a larger scale and think with more of a business sense. The people we have in government are not the right people; if you're a smart businessman you wouldn't go into government, would you."

Ian Massara, Managing Director, Australian Mine Services Extract : WA Business News (Page 24), 26 Jun 2008

Lack of long-term vision hampers state : "Nic Pollock, Gemcom Australia's managing director, also called on the government to boost infrastructure programs that would facilitate the mining and resources sector. Let's invest in major infrastructure projects, let's pay our teachers (well) and let's bring the best people here to work and stand out so we can lead the world."

Nic Pollock, Managing Director, Gemcom Australia Extract : WA Business News (Page 24), 26 Jun 2008

Lack of long-term vision hampers state : "While acknowledging the government's role in developing infrastructure projects, Immersive Technologies chief executive Peter Salfinger called for substantial tax breaks along with research and development tax concessions. Couple it up with incentives for exports, so if a company brings in some gain (to Australia) you get a tax break because you're creating wealth for the country."

Peter Salfinger, CEO Immersive Technologies Extract : WA Business News (Page 24), 26 Jun 2008

As the proposed Albany Entertainment Centre on the Waterfront blows out the budget to \$64 million, the Albany Youth outline a need for better facilities : "What does Albany need to stop so many young people leaving for Perth?

"More pubs and clubs : I don't think Albany Really caters for teenagers very well – Simon Smith, Lower King."

"I don't really know what Albany needs, but I like the place – Pauline Nairn, Napier."

"Better shopping : up in Perth there is a wider variety of stores – Joshua Saurin, King River."

"The opportunities are better in Perth : I could probably leave Albany for a big adventure – Em Stone, Mt.Clarence."

"All the stuff up in Perth, such as the sports facilities, are much bigger and better – Julian Crudeli, Lower King."

"A proper University : it would bring so much life and money to the town – Clive Bason, Denmark."

"A decent nightclub and proper venue for bands on tour : there is nowhere suitable for them – Barry Myers, Yakamia."

"Better sporting facilities : we don't even have a cricket pavilion in Albany – Steven Burns, Spencer Park."

“An art gallery, a university, a better cinema, shops that open at weekends, and all the other stuff you’d expect to find in a town (city) this size in the 21st century – Chris Hall, Yakamia.”

Streetscope Opinion Extract : AGS Weekender (Page 2), 26 Jun 2008

Albany marks 10 years as a city : “Tuesday July 1 marks 10 years since the City of Albany was formed by the amalgamation of the former Town and Shire municipalities. Mayor Milton Evans said a decade after its amalgamation in 1998, Albany stood as a benchmark for councils contemplating mergers. Much has been achieved over the past 10 years. The City has greater openness, transparency and accountability and there is no doubt the formation of the City of Albany was a great positive for our community.”

“I pay tribute to the elected members who have contributed to the first decade of Albany as a City. I also acknowledge that we have had the right team on board to manage the amalgamation successfully. It is essential for any merging councils to have good management in place and the City of Albany has been well served by its staff. The milestone will be marked by the Mayor, Councillors and invited guests at a ceremony on Tuesday.”

Mayor Milton Evans, City of Albany Advert : AGS Weekender (Page 6), 26 Jun 2008

Following up – It is now ten years since the Council resolved to prepare a new district planning scheme. The two operative planning schemes now date back to 1980 (Shire TPS #3) and 1983 (Town TPS #1A). Notwithstanding her comments in relation to the Town of Cottesloe, the Minister Alannah MacTiernan and State Government have elected not to intervene in breach of the legislation.

Another pillar of democracy – the judiciary is now dysfunctional : “The judicial system is no longer the cornerstone of our democracy. It has become dysfunctional and destroyed the safe lives we once lived. Justices with liberal beliefs have made many law-changing judgments and our society is now as they would have it. Getting convictions and for police to even present evidence are difficult. Courts are a triangle of lawyers; the judge, promoted often through political favour, the prosecutor and the defence counsel who represent the law legislated through the influence of ever-increasing numbers of lawyers in government.”

“These changes originate from lawyer associations that complain, press and lobby for amendments to legislation to favour the accused. Their colleagues in government, sensitive to their contemporaries, endorse the changes. Gaggles of lawyers in Cabinets then stifle debate and States’ attorneys-general legislate against the good of the community, providing defence counsel with technicalities for dismissal of charges and the over-turning of convictions. The accused, through defence counsel, often present stories at great divergence but in clever defence to the prosecution’s evidence. One side is lying, but only one side can be investigated as communication between defence counsel and client is privileged, thus protecting any misconduct.”

“When a conviction is recorded, social workers, psychiatrists and psychologists offer a rationale for inadequate penalties that satisfies the judiciary’s concern for social justice. Social justice is a politically correct feel-good modifying of penalties that compensates criminals for their alleged sad stories and excuses lack of justice for the victim and the community. The judiciary, the supreme power in our society, was once the cornerstone of our democracy and endowed us with justice; now it ignores the cries of anguish of our citizens and its dysfunction has removed it far from the community. Its law prevails and justice suffers.”

Kevin Moran, Hillarys Resident & Taxpayer Extract : West Australian (Page 22), 27 Jun 2008

Energy headache of migraine proportion : “Having again ruled out nuclear power in no uncertain terms, the Rudd Federal Government had better hope carbon capture and storage technology works. Otherwise, meeting its target to reduce greenhouse emissions by 60% by 2050 starts to look very tricky indeed. Australia’s latest set of greenhouse accounts show that electricity generation emits 34% of greenhouse gases and that they increased 53% between 1990 and 2006. The same accounts show us on track to keep the increase in our total emissions between 1990 and 2012 to only 8% - but this outcome is skewed by a 53% reduction in emissions from land clearing. And you can only stop clearing land once. That means after 2012, when the emissions-trading scheme starts to kick in, we have to turn that drastic increase in emissions from power generation into a drastic decline. The report on emissions trading to former Prime Minister John Howard was absolutely clear on this point : ‘Demand for electricity is expected to more than double by 2050. Over this period, more than two-thirds of existing electricity generation will need to be substantially upgraded or replaced and new capacity will need to use technology with near-zero greenhouse gas emissions from this sector at today’s levels’. And there’s the rub.”

“Gas will be the first option. It becomes competitive with coal as soon as a carbon price hits about \$20 a tonne. But while its emissions are lower, it is not a zero-emission technology and its reserves are finite, meaning it can not drive the deep, long-term cuts the Government is seeking. Nuclear is certainly zero emissions and starts to become commercial at a carbon price somewhere between \$40 and \$60 a tonne, depending on who’s doing the modelling. But we’re going to leave it on the shelf. Which leaves carbon capture and storage. Emissions from coal-fired power can be reduced by 90% if the carbon can be captured and stored underground. The modelling estimates this process will become commercially viable at a carbon price of between \$50 and \$60 a tonne. But there’s one hitch : we’re not sure if it works on a large scale. If it doesn’t, we’re in a spot of bother. Because the renewable energy sources that might be able to drive base-load power generation, such as thermal, geo-thermal and biomass, cost a great deal more and have not been proven at scale either.”

Lenore Taylor, Journalist, AFR Article : Weekend Australian (Page 6), 28 Jun 2008



Bill Leak, Cartoonist Cartoon : The Australian (Page 16), 28 Jun 2008

EPA endorses Grange Resources project : “The Environmental Protection Authority has today recommended approval of Grange Resources Ltd’s Southdown magnetite iron project in the state’s South West (*Great Southern*) region. Grange Resources Limited (ASX : GRR) is pleased to advise that the Environmental Protection Authority (EPA) Bulletin for its Southdown Magnetite iron ore project was released today. Publication of the EPA Bulletin marks an important milestone in the development of the Southdown Project, which is targeting production of up to 7 million tonnes per annum of premium quality magnetite concentrate from 2012.”

“The Bulletin provides advice and recommendations from the EPA on the proposed development of the Southdown mine, the pipeline to the Port of Albany and the infrastructure required at the Albany Port for magnetite concentrate storage. The EPA has concluded that it is unlikely that its objectives would be compromised provided there is satisfactory implementation of its recommended conditions and procedures. The EPA has recommended approval of the project to the Minister for the Environment with those conditions and procedures. Grange Resources Managing Director Russell Clark said the release of the Bulletin was the culmination of extensive studies and submissions to the EPA and is a major milestone and a major step forward in the development of the Southdown Project. We are delighted the project has now reached this important development stage, which is a major step forward in bringing Southdown into commercial operation.”

“Grange expects the mine environmental approval process to be completed in the 3rd quarter of 2008 with the publication of the Environment Minister’s Statement on environmental conditions for the mine and associated infrastructure. The conditions and commitments in the Ministerial Statement set out the conditions to which project implementation is subject. Significant progress has also been made on the environmental approval work for the new berth facility at Albany Port, which is being undertaken by the Albany Port Authority. The approval process is well advanced and Gary Crockford, Acting CEO of Albany Port Authority, expects the EPA Bulletin to be released later this year.”

“With environmental approval already in place for the power transmission line to the Southdown minesite, and for the Malaysian Pellet plant site, the mine and port approvals are the last two approvals necessary for this large project to proceed. The Southdown mine, located 100km east of Albany, will produce up to 7 million tonnes *per annum* of high quality magnetite concentrate which will be pumped to Albany via an underground pipeline. From Albany, the concentrate will be shipped to Malaysia where it will be pelletised for sale to the fast growing South East Asian and Middle Eastern steel markets, which increasingly rely on high quality iron ore feed.”

Russell Clark, Managing Director, Grange Resources e-News : WA Business News, 30 Jun 2008

Axe falls on rural schemes : “The managed rural investment sector will be licking its wounds when figures for the 2008 financial year are tallied up today, with investments expected to total less than \$1 billion. Tax-effective agribusiness schemes pulled in more than \$1.2 billion in fiscal 2007. But the sector has been hit by a double-whammy during 2008 as equity markets tanked – leaving a smaller pool of investors looking to off-set capital gains taxes – and investors braced for an end to upfront tax deductions on non-forestry managed investment schemes from 30 June 2008.”

“One analyst, who did not want to be named, said upfront tax deductions were likely to be scrapped regardless of the outcome of any Federal Court test case and slammed some companies for failing to plan for the changes facing the sector. If the tax office case goes in their favour, what’s the Federal Government going to do? Introduce laws that (disallow upfront tax breaks) anyway. That’s the big question hanging over them – the Government’s saying ‘this sector’s bugged’, and (some agribusinesses) are just sitting there saying ‘la la la we can’t hear you’.”

Anonymous Analyst Extract : West Australian (Page 38), 01 Jul 2008

COAG must put differences aside : “The nation’s peak business body is urging the federal and state governments to put aside parochial differences, or risk the country being stuck in the 19th century. In an open letter to the Council of Australian Governments (COAG), Business Council of Australia president Greig Gailey said tomorrow’s meeting in Sydney represents a critical opportunity to progress a reform agenda to bring the nation into the 21st century. A seamless national economy will improve efficiency, lower costs and lift productivity. It will facilitate better investments in road, rail, water and improved health and education outcomes that are badly needed if we are to reap the full benefits of strong global demand for Australia’s resources. These issues transcend federal-state boundaries and require a national response.”

“Mr Gailey congratulated political leaders on the ‘reinvigorated’ COAG agenda and the ambitious targets they had set themselves. He said expectations were high that they would deliver on their commitments. What COAG achieves in this watershed year will set the framework for Australia’s future prosperity. Failure to achieve the promised reforms will leave us locked in a state-based approach more suited to the 19th century. Delivery of the reforms will set us on the path to achieving the Australia 2020 Summit vision of making Australia the best place in which to live and do business.”

Greg Gailey, President, Business Council of Australia e-News : WA Business News, 02 Jul 2008

Vista – Boom time as northern port city bursts into life : “Government coffers are overflowing. Where should the money be spent to stimulate development? Our particular need is for overall integrated planning of the Mid-West area. Would you like to see more focus by the Government on office, retail, residential, industrial, tourism or entertainment projects? More financial encouragement and support is needed in industrial, tourism and entertainment projects which are proven to be sustainable. What is the most urgent infrastructure project for WA? For our area, the new port at Oakajee and the provision of a railway to connect it with the inland iron ore mines. Is government spending too (Perth?) CBD-centric? Which metropolitan, regional or country areas need more attention – and what do they need?”

“It’s important to realise the majority of WA’s wealth is generated in rural and remote areas. The provision of physical and social infrastructure needs to better address these inadequacies in all country areas. What is your vision for your area? The vision statement of our recently completed five-year plan for the future reads : An inclusive, vibrant, prosperous community valuing the natural environment and cultural diversity with balanced lifestyle and economic opportunities for all. Are more government incentives needed for developers? The major issue we see here is the lack of an integrated approval process. There needs to be a ‘fast-track’ system to let developers get through the approval process in a time efficient manner. This would be the best gift any developer could ask for.”

Mayor Ian Carpenter, Geraldton-Greenough City Council Extract : West Australian (Page 66), 02 Jul 2008

Fares to increase : “Air fares at Skywest Airlines Ltd are set to increase later this week after higher fuel prices forced the air carrier to raise its fuel levy surcharge. Starting from Wednesday, Skywest said the fuel surcharge for its turbo-prop and jet routes would increase by \$5 to \$41 and \$43 respectively. The \$5 increase for each aircraft is unavoidable and is off the back of record oil prices experienced globally this week. The company said it will continue to monitor its fuel surcharge on a monthly basis, and make adjustments based on the change to the market rate for aviation fuel. Consequently, Skywest said it will also increase fares slightly for certain classes later this week. Skywest has avoided an increase in its fares for some time now, but an increase to selected fare classes is now unavoidable due to rising costs across the board, not just in fuel.”

Skywest Airlines, Perth, Western Australia e-News : WA Business News, 07 Jul 2008

Decentralise : “The centralist policies of our State Government are astounding, reinforced by the announcement that a new hospital to be built in Perth will cost hundreds of millions of dollars. Sure, it says hospitals in Rockingham and Joondalup (in the Perth metropolitan area) will be upgraded, but what about regional WA? It would be better to construct facilities providing best practice treatments in places such as Albany, Bunbury, Busselton, Mandurah, Manjimup, Geraldton, Kalgoorlie, Meekatharra, Kununurra, Broome and Halls Creek (and Carnarvon, Newman, Pt. Hedland & Karratha).”

“I’m sure the people in health care in these places would love a few million spent recruiting health-care professionals and building better facilities in their towns and cities. The cost of travel, access to specialised medical help for our fellow West Aussies and the time in responding to accidents by medical staff would surely make decentralising our health-care system (even in the metropolitan area) more effective and efficient. Building a new teaching hospital has my vote, but putting all our eggs in one basket just doesn’t cut the mustard.”

Mal McFetridge, Safety Bay Resident & Taxpayer Article : West Australian (Page 22), 08 Jul 2008

Rail freight booms as fuel costs savage road transport : “Rising fuel and labour costs have led to a resurgence in the rail freight network, with new statistics showing record volumes of goods being transported between the Eastern States and WA. It comes as research shows rail has become almost 50% cheaper than road transport for east to west freight. Latest statistics from the Australian Rail Track Corporation, which administers the interstate rail network, shows 3.6 billion gross tonnes per kilometre were transported between the Melbourne to Perth and Sydney to Perth routes in May – breaking the previous record of 3.53 billion GTK in November 2007.”

The total volume of goods transported in the first five months of this year was also 3.5% higher than the same time last year. ARTC chief executive David Marchant said rail freight was five times more efficient per tonne than road transport, making it more cost effective for companies which had to transport goods over a long distance. Infrastructure upgrades and longer trains meant larger volumes could be freighted across the Nullarbor. With growing demand for reliable freight transport and with rising fuel prices impacting on the trucking industry, the resurgence of rail is good news for the Australian market.”

“Over all rail corridors in Australia, rail freight was about 20% cheaper than road freight. There has also been a movement between modes, with the rail market share of land transport growing from 55% to 82%. That movement has been going for a decade and is continuing. Australian Trucking Association spokesperson Bill McKinley said rail and road competed on only 10-12% of the freight market, which was growing at an unprecedented rate. Mr McKinley said the rising cost of diesel had left many small and medium operators in crisis, with those on fixed-term contracts unable to increase rates.”

David Marchant, Chief Executive, Australian Rail Track Corporation Extract : *West Australian* (Page 16), 09 Jul 2008

Select Committee on Fuel & Energy : “The Senate has established a Select Committee on Fuel and Energy to inquire into :

- (a) The impact of higher petroleum, diesel and gas prices on families; small business; rural and regional Australia; grocery prices, and key industries, including but not limited to tourism and transport
- (b) The role and activities of the Petrol Commissioner
- (c) The operation of the domestic petroleum, diesel and gas markets
- (d) The impact of an emissions trading scheme on the fuel and energy industry
- (e) The existing set of state government regulatory powers as they relate to petroleum, diesel and gas products
- (f) Taxation arrangements on petroleum, diesel and gas products
- (g) The role of alternative fuels to petroleum and diesel
- (h) The domestic oil and gas exploration and refinement industry; and
- (i) The impact of higher petroleum, diesel and gas prices on public transport systems.”

www.apf.gov.au/Senate/committee/fuelenergy_ctte/index.htm

Senate Committee, Commonwealth of Australia Advertisement : *West Australian* (Page 62), 12 Jul 2008

Strife likely over English nuclear plan : “Plans to build eight new nuclear power stations in England were likely to meet opposition from residents and environmentalists, the London Daily Telegraph newspaper said yesterday. New planning laws would be used to fast-track approval for the plants which British Prime Minister Gordon Brown believed were crucial to reducing Britain’s dependency on fossil fuels. The plants, to be built over a decade, would mainly be sited next to eight existing nuclear power stations. The Scottish Executive has ruled out any of the nuclear stations being built north of the border. Mr Brown is a strong backer of nuclear energy.”

“PM Brown said earlier this year : ‘When North Sea oil runs down people will want to know whether we have made sure that we’ve got the balance right between external dependence on energy and our ability to generate our own energy within our country. Britain has pledged to cut carbon dioxide emissions by more than half by 2050 and the ambitious nuclear building plan is considered critical to meeting the target. At the Group of Eight summit in Japan last week, Mr Brown spoke of the need for up to 1000 new nuclear power stations around the world to supply energy during the next century. He said there should be nuclear power plants on every continent.”

Gordon Brown, Prime Minister of the United Kingdom Extract : *West Australian* (Page 32), 15 Jul 2008

Oakajee Port decision to be transparent : “The state government says its will ‘be blind to nationality’ when deciding which company will win the right to develop new port and rail infrastructure in the state’s mid west region. Mitsubishi-backed Murchison Metals Ltd and Midwest Corporation Ltd, which recently came under the control of China’s state owned Sinosteel Corporation, are competing in a limited tender process to construct the infrastructure at a cost of about \$3 billion. The Oakajee port proposal was mooted well over a decade ago and its need has become more dire as Geraldton Port, along with virtually all ports in Australia, battles with congestion.”

“New iron ore mines under development in the mid west region are depending on the new deep water port to get their product to markets. Planning and infrastructure Minister Alannah MacTiernan told a business forum in Perth today that she hoped to announce a preferred developer by the end of this month. Ms MacTiernan said the decision would be made without consideration to whether the tenderers are backed by foreign interests. Her comments follow recent statements by Federal Treasurer Wayne

Swan that he would carefully scrutinise acquisitions of Australian assets by state-owned foreign entities in terms of the national interest.”

“The Federal Government has quite rightly set out some guidelines to frame the decision making around (acquisition) approvals for companies that are sovereign funds or controlled by foreign entities. These are proper concerns. But we believe the way we have structured this arrangement with the Geraldton Port Authority coming in as the owner-operator, the way we've determined that there will be a pre-agreed capital user charge, and the way we've determined that any spare capacity will be allocated elsewhere - we can't see that any entity, even if it was a sovereign fund, could subvert the interests of Australia.”

“Mr Swan has made it quite clear that he'd welcome foreign companies to come here and enjoy the benefit (of new infrastructure). We just don't want to surrender control to a foreign government. Ms MacTiernan said the choice of a preferred proponent would be 'a straight commercial, technical decision'. There will be absolutely no consideration given to these international or geopolitical issues. It will be the option that from a technical point of view is the best and financially, the most doable. We don't see this as a choice between China and Japan. It is unlikely Oakajee will be complete before 2013, with construction starting in 2010. If this is delayed, we will ensure that we have got the capacity at the Geraldton Port to expand.”

“The Geraldton Port's current output is about 7 million tonnes (Mt) per annum, which will be ramped up to 11.7 Mt in 2011, Geraldton Port Authority chief executive Peter Klein told the business briefing. This is the product that we're sure we have in the bag, he said. Ms MacTiernan believes iron ore exports from Geraldton could expand up to about 20 Mt per year. That will ensure that there is no hold up to the development of the iron ore industry in the mid west while all of the issues for Oakajee are sorted out. Mr Klein said 25-30 Mtpa would be the peak of the Geraldton Port's capacity. Ms MacTiernan added that it had been 'ridiculous' that iron ore companies in the region had not cooperated to develop the new infrastructure.”

Hon. Alannah MacTiernan MLA, Minister Planning & Infrastructure e-News : WA Business News, 15 Jul 2008

Following up – Alannah MacTiernan (Minister for Planning & Infrastructure from 2001 to 2008), following the loss of State government, now serves as the Member for Armadale and Shadow Spokesperson for Regional Development, Strategic Infrastructure & Climate Change.

Committee of Council – 2014 / 2015 ANZAC Centenary : “Albany has a significant association with the ANZAC legend, which is building into a unique regional value in terms of developing heritage tourism. Albany is said to be the location of the first official ANZAC Dawn Service and it was the point of assemblage and departure for a fleet of 40 transport ships and five naval escort vessels along with some 30,000 members of the Australian Imperial Force departing for foreign shores on 1 November 1914. Thousands of those men touched Australian soil in Albany for the last time. In recent times, the City of Albany has been proactive in recognising the ANZAC association through a number of initiatives including the :

- ❖ Establishment of a Friendship Agreement with the City of Gelibolu (Gallipoli) in Turkey
- ❖ Planning the establishment of an ANZAC Peace Park
- ❖ Construction of a statue of the former President of Turkey (Mustafa Kemal Atatürk) overlooking the Ataturk Channel entering Princess Royal Harbour
- ❖ Continued well attended Dawn and mid-morning services on ANZAC day
- ❖ Recognition by the State Government of Albany's Dawn Service as a state heritage icon.”

“There are no financial implications relating directly to this Item. Council has established a reserve fund to assist finance Centenary activities and at the time of writing the fund had a balance of \$50,877. The Council five-year business plan has earmarked a further \$10,000 each financial year to be placed in reserve for this purpose. Albany has an opportunity to further recognise its military associations, particularly the unique links with the ANZAC legend. 2014 will represent the centenary of the outbreak of WWI and will likely be commemorated across Australia as younger people increasingly come to recognise the meaning and relevance of ANZAC day.”

“1 November 2014 will be of particular significance to Albany as it will have been 100 years since the assemblage and departure from Albany of 30,000 troops heading to the battlefields in Europe. ANZAC services around Australia are increasingly being recognised by Australians as a time to commemorate those who lost their lives for the freedom we enjoy today. For many, ANZAC day symbolises the real birth and spirit of the Australian nation. Commemorating our military heritage serves to recognize Albany's place in history and can build into a unique point of difference for regional cultural/heritage tourism.”

John Berry, Manager Economic Development, City of Albany Minutes (Item 14.3.2), 15 Jul 2008

Following up – The facts cited are incorrect; the project is grossly under-funded; there is no recognition of the work of the previous community committee set up in 1997 to establish the ground-work for Albany Anzac 2014-18; no recognition of an Albany role beyond Nov 2014 and Apr 2015; and no recognition of the Oct 2006 request to the Hon. Bruce Billson MHR, Federal Minister for Veterans' Affairs (Howard Coalition Government) or the Dec 2007 request to the Hon. Alan Griffin MHR, Federal Minister for Veterans' Affairs and the Hon. Joel Fitzgibbon MHR, Federal Minister for Defence, to establish a National Celebration Strategy for Anzac 2014-18.

Publish and be damned – or damned annoying : “In a new world nation that is substantially Christian and owes much of its civilisation and culture to Judeo-Christian roots, tomorrow's arrival of the Pope is a rare and significant privilege. He is, after all, the Vicar of Christ, that mysterious Palestinian Jew whose torture and crucifixion, two billion Christians believe, was a sacrifice made out of love for all humanity, ahead of conquering death through his resurrection. Wow. Was that an editorial or a sermon? One of the roles of the free press is to be questioning, even to the extent of being annoying on occasions.”

Paul Murray, Journalist, WA Newspaper Holdings Extract : West Australian (Page 20), 16 Jul 2008

Bunbury's growth needs a plan : "Bunbury is growing at more than twice the national average and has been tipped as WA population's new growth hot spot, already outstripping Mandurah, according to Bernard Salt. Despite this, according to Mayor David Smith (a former Burke Government colleague – and then a Dowding / Lawrence Planning Minister), Bunbury lacks co-ordinated planning to deliver physical and social infrastructure. Mr Smith has stated that Bunbury seems to have "missed the boat", with an immediate focus needed on road, rail and port infrastructure. A Bunbury port could be the centre for bulk cargo, service containers and motor vehicle imports for some of the metro area and South-West (in other words just like Port Kembla, Wollongong, NSW where the former CEO of the Bunbury Port Authority graduated to)."

"With the Perth-Bunbury Highway nearing completion and therefore the time taken for the journey from Bunbury to Perth reducing by some 20 minutes, using Bunbury port would help to avoid ... the transport problem around Kwinana, Rockingham and Fremantle, Mr Smith said. Greater Bunbury had the strongest and most diverse economy of any regional centre in Australia but in order to take the next step up, to support a population of over 100,000, it would be essential to have the port, road and rail networks and the provision of adequate services and infrastructure for the Kemerton, Preston, Collie and Coolangatta Industrial Parks."

"Through the Bunbury Harbour development, the State was focused on enabling Bunbury to boost its profile and capacity to deliver improved residential, office, retail and entertainment areas. The main barrier is the extent and composition of the local groups who are opposed to the project. A mix of long-term and short-term residential developments lies at the heart of the issues for country coastal cities and towns, especially in attracting the four and five-star hotel and other tourism developments, according to the mayor."

"Securing funding for the hotel and tourism component almost always requires an early cash flow from strata-titled residential units. Under LandCorp's Waterfront Project (Bunbury), the foreshore will be made more accessible by bringing the city closer to it. Previously under-used areas will be transformed into recreational, marine, theatre, arts, cycling, eating and other facilities. The \$45 million stage one of the Eastside precinct will add hectares of retail, residential, office and tourist accommodation, with high-rise of up to 16 storeys, alfresco dining, public beaches and an extension of Civic Square."

"The State Government's commitment of \$45 million on planning and infrastructure is designed to trigger private sector investment in mixed-use developments, with forecasts suggesting close to \$3 billion will be invested in Bunbury in the next 30 years. The Eastside Precinct is less than a quarter of the overall development, which is expected to generate 3000 jobs during the construction phase and 7400 jobs in the long-term. Future stages will include a 300-pen marina, hotels and a quayside mixed-use precinct."

Mayor David Smith, City of Bunbury Extract : West Australian (Page 61), 16 Jul 2008

Prices fuelling tourism worry (by Ben Papalia) : "Relaxation is a part of life and without it the stress factors of day-to-day living can often become too heavy to handle. The South West region from Bunbury to Manjimup, to Pemberton and Margaret River are locations frequently visited by the State's population, but the journey might not be as simple now. Nowadays the average tank of unleaded (fuel) costs around 170 cents a litre (Northcliffe 185¢/ltr – 21 July 2008), so it begs the question, could the region's tourism industry be under severe threat by escalating fuel costs?"

"Those initial fears were confirmed by South West Regional Tourism Organisation chief executive officer Sascha Papalia recently. Mrs Papalia said the fuel crisis could potentially deter holiday-makers from visiting the South West's hotspots, but it would come down to personal choice. With that in mind, you could say higher fuel costs might be a positive for tourism in the South West. With travel overseas, interstate and even to the State's North West holiday hotspots being affected by rising costs passed on by airlines etc due to the hike in fuel price, more Perth residents might be persuaded to spend their precious relaxation time in the South West."

Sascha Papalia, CEO Australia's South-West Extract : Manjimup Bridgetown Times (Page 9), 16 Jul 2008

Following up – Sascha Papalia (nee Turner) representing the Board of Australia's South-West Tourism has declined on three occasions to facilitate a briefing session on the Rainbow 2000[®] Project (including the Albany International Seaport & Airport).

Over-population a myth : "Population alarmists like Robin Collin and Harry Cohen (Letters, 11/7) peddle a mishmash of errors and irrational fear of supposed over-population to justify their none-to-subtle anti-natal bias. Our often grossly consumerist culture lends credence to their fears, but that's another issue, separate from the over-population bogey. The world is far from over-populated; it is nowhere near it. A simple example is to divide the world's population of about six billion (est. July 2007 - 6,602,224,175) by the population density of any number of Australia's urban precincts (estimate average R25 dwelling units / hectare and occupancy rate of 1.8 persons / dwelling unit). By this calculation, the world's population housed at an Australian urban standard would comfortably fit into Australia with room to spare. There would not be another human being anywhere on the planet.

Australia – 7,682,300 km² = 768,230,000 ha = 19,205,750,000 dwellings = 34,570,350,000 people.

"While such a situation would be impractical, it still serves to highlight the inhuman mythology of a world bursting at the seams unable to provide for its inhabitants' wellbeing. Our planet is not over-populated. A quick survey of large-scale suffering throughout the world shows the cause to be nearly always religious intolerance, political stupidity, racial conflict, a lack of forward planning by incompetent authorities or a combination of these (and add inequity in resource sharing). It is grossly dishonest, as so often happens, to use heart-rending images of emaciated mothers and their children with swollen bellies to substantiate the over-population argument."

"In nearly every case people are in that position because of incompetent governments' lack of infrastructure to cope with periodic drought or, as in most cases, they are refugees driven from their homes, on the run or in camps relying on food aid for survival. Over-population is a nasty myth peddled by antenatal pessimists jumping at non-existent shadows. Helping people in other lands wherever possible to improve their political stability and standard of living would be far better than telling them they should never have been born."

Barry Morgan, Samson Resident & Taxpayer Extract : West Australian (Page 22), 17 Jul 2008

Following up – In context, if Australia progresses from 22 million to 50 million over the next 50 years, it shouldn't be that big an issue.

Taking our land : "The investigation into the commercial 'practices' of the Department of Planning and Infrastructure should not be confined to dealings with Wilson Parking and Perth Airport (*Westralia Airports Corporation*). For some years now DPI has been able to exploit its planning powers to downgrade and acquire private property throughout Western Australia. In what amounts to a form of theft, DPI uses a variety of planning instruments ranging from region plans to reservations and foreshadowed resumptions to 'blight' private property."

"Generally this condemns the owner to maintain land that can no longer be developed or otherwise farmed or improved until the State Government, as the exclusive purchaser, decides to resume or purchase it. 'Compliant' Valuers (*Consultants*) are then engaged by government to set a value on the land well below its market worth. The owners may fight – and more of their protests are ending in successful, but costly, legal action. In other instances, owners have been blackmailed by DPI to relinquish riverfront and other valuable land to DPI at no cost, in exchange for permission to subdivide areas of lesser value."

"The ultimate winner is always the State Government. Private property owners in most cases are the big losers with little or no recourse. Whereas the community has generally ignored the pleas of private property victims of DPI, people now want to protest over (*the*) opportunistic sales of private (*driver's*) licence details by this same agency (*to recover infringement fees*). Both cases relate to serious abuses of government power and should be publicly investigated."

Rob Gillam, President, WA Pastoralists & Graziers Association Extract : West Australian (Page 22), 17 Jul 2008

Following up – As the WA Planning Commission prepares for the adoption of State Planning Policy 3.6 : Development Contributions.

A depression or just depressing : "I am not an economist, nor was I around in the 1930s, but there is absolutely no doubt in my mind that the world is headed for not just a recession, but a depression greater than that of the 1930s. This will happen within the next few years. Already the signs are there – three US banks have failed; petrol prices are rising to such an extent that soon that commodity will be beyond the reach of working people; consumer confidence is falling rapidly; the cost of living is going through the roof; inflation and interest rates are rising again; thousands are at risk of losing their homes in the US; and it is only a matter of time before we start to see the same thing happening here."

"This depression will be greater than its predecessor because today we are much more reliant on oil than was the case 80 years ago. Just about everything in our everyday lives depends on it. As well, 80 years ago there was not such a wide range of consumer goods as now. Most people were in the same boat and the crime rate was low. Once this depression hits, the crime rate will rise rapidly as people who are so used to having all the creature comforts suddenly find that they can no longer afford them. I am in my 60s and have had a relatively comfortable life, but I feel for the younger people of today who are going to have to go without their cars, their alcohol, and their visits to restaurants. They are the ones who will feel it the most. The Wall Street stock market is going to collapse, just like it did in 1929, and governments will be floundering as they search for solutions. God help us all."

Bob Stephen, Hillarys Resident & Taxpayer Extract : West Australian (Page 23), 19 Jul 2008

Following up – [There is nothing to fear but fear itself](#) – President Franklin D. Roosevelt, United States of America (04 March 1933).

Political heavyweights listen to regional Australia : "Senior representatives of Federal Parliament, both Labor and Coalition will be in Albury to attend the Sustainable Economic Growth for Regional Australia Conference (SEGRA) 18-20 August. The sustainable development of Australia's regions is everyone's business. No one organisation, business or government can make it happen in isolation said The Hon Gary Gray, AO MP Parliamentary Secretary for Regional Development and Northern Australia when speaking about his attendance at SEGRA. I am really looking forward to taking part at the SEGRA conference this August in Albury, a proud regional city. The Rudd Government's vision for regional development is about working together strategically, cutting through the old barriers and integrating planning across all levels of government and the community."

"Organisations like SEGRA also play a key role in bringing us all together. The discussion is sure to be stimulating – the conference theme of Creative Solutions : expect them to be different will challenge us to look at the issues facing regional Australia in a new light, and to work innovatively to meet these challenges. In addition to the keynote opening addresses from the Hon. Gary Gray AO MP, the Hon. John Cobb MP, Shadow Minister for Regional Development & Water Security will be delivering a SEGRA business breakfast, and the Hon. Warren Truss MP, Leader of the National Party will be attending the opening Sunday evening function. SEGRA 2008 will be an excellent opportunity for delegates to advocate on behalf of their regions directly to the policymakers, said Kate Charters, Convenor of SEGRA."

"To find out more or to register for SEGRA, please visit www.segra.com.au/segra."

Hon. Gary Gray MHR, Federal Minister for Regional Development Email : SEGRA Secretariat, 28 Jul 2008

ANZ fuels fears for health of big banks : "There were more fears for the well-being of Australia's banks yesterday when ANZ warned its annual profit would slump as much as 25% as the fallout from the US housing crisis forced it to set aside \$2.2 billion

for loans it may not recover. ANZ's confession prompted Treasurer Wayne Swan to reassure consumers of the strength of Australia's banks. If there was any country in the world that had the capacity to withstand the full force of these developments, particularly on international financial markets, it is this country (*Australia*)."

"But Mr Swan also took a swipe at bank executives, saying they had to be held to account. It's important that both the boards and the chief executives are held accountable for the decisions, investment decisions, poor investment decisions taken over a period of years, as well as the fallout from the global financial market events. Prime Minister Kevin Rudd and Mr Swan held talks over the weekend with regulators, including the Reserve Bank and the Australian Prudential Regulatory Authority."

"Figures released yesterday by SuperRatings showed (*Australian*) superannuation funds had more than \$70 billion wiped from their bottom lines in the past financial year after the worst returns since the introduction of compulsory super in 1992. The average loss by balanced funds for 2007-08 was 6.4%. The previous worst performance since compulsory super was the 3.1% loss of 2001-02, which came on the back of the global recession and collapse on world share markets. The fall followed four consecutive years of double-digit growth in funds, including last year's 15.7%."

Hon. Wayne Swan MHR, Federal Treasurer Extract : West Australian (Page 1), 29 Jul 2008

Murchison wins Oakajee port project : "Premier Alan Carpenter today announced that Oakajee Port and Rail Pty Ltd had been selected as the preferred developer of a deep water port, which would enable a major step forward for the Mid-West's iron ore sector. Mr Carpenter said the proposal was for a port at Oakajee, approximately 22km north of Geraldton, to service the anticipated needs of mining companies and users of the Oakajee Industrial Estate in the Mid-West region. Oakajee Port and Rail was competing with Yilgarn Infrastructure for the rights to build the port."

"The companies were nominated by Murchison Metals Ltd and Midwest Corporation Ltd, respectively, as their infrastructure providers. The Premier said the Government endorsed the decision after Planning and Infrastructure Minister Alannah MacTiernan provided advice on recommendations from an evaluation panel supported by specialist technical teams. Both proposals had merit, but technical assessment of the two proposals resulted in a very definitive recommendation in favour of Oakajee Port and Rail. Its proposal was judged to be more developed and robust than that of its competitor, and to present the State with the best opportunity to develop a world-class port."

"The evaluation panel and supporting technical teams examined in detail the commercial, legal, engineering, social and environmental aspects of the two proposals submitted. Ms MacTiernan said the detail provided and the confidence expressed in the Oakajee Port and Rail response reflected a growing optimism that the construction of a port at Oakajee would proceed. Financing of both proposals was conditional on confirmation of project feasibility – so there is some way to go before there is a clear green light for the project. Further, the mining companies that would be the foundation customers for the project still needed to prove-up their resources and agree to 'take-or-pay', or similar arrangements sufficient to underpin the investment in port and transport infrastructure."

"Oakajee Port's prospects will strengthen if the mining companies can find a way to work together. But clearly, selection of a preferred respondent is another important step towards realisation of the dream for a deep water port in the Mid-West. Minister MacTiernan said the Government would retain ownership of the port, which would be managed by the Geraldton Port Authority. Although the infrastructure provider will develop common-use infrastructure such as the breakwater, channel and turning basins, these will be transferred to the ownership of the Geraldton Port Authority upon completion. There will also be third party access to private use infrastructure such as berths and loading equipment on fair and equitable terms, and on a commercial basis."

"Premier Carpenter said the Government would now enter into negotiations with Oakajee Port and Rail to reach a mutually agreeable and binding legal commitment for the development of port facilities at Oakajee Port. These negotiations are expected to be concluded by the end of this year, with project feasibility anticipated for completion by the middle of 2009. Construction can then begin once all necessary approvals are granted, and the port could become operational as early as 2012."

Hon. Alan Carpenter MLA, Premier of Western Australia e-News : WA Business News, 29 Jul 2008

Government cautious after Oakajee decision : "Planning and Infrastructure Minister Alannah MacTiernan has cautioned that the development of the \$2 billion Oakajee port and associated rail infrastructure is some time away, after today selecting Oakajee Port and Rail Pty Ltd as the preferred bidder. The Geraldton Iron Ore Alliance said the development of the Oakajee port will not only help to cement the future of the iron ore industry, but also has the capacity to attract other industries to the region. The development of key infrastructure in the Mid-West, such as Oakajee Port, is critical to the development of the region, GIOA chairman Clive Brown said. Timing is important. Delays in constructing the port could lead to delays in the development of some the Alliance members' projects."

"A report commissioned by the alliance last year estimated that development of the Mid-West iron ore industry has the potential to provide more than 1300 jobs during the construction stage and over 4000 jobs during the suggested operation stage of 25 years. The report also estimated that construction expenditure of \$5.5 billion will generate a further \$13 billion of expenditure elsewhere in the State. The Oakajee port could become operational as early as 2012. The top four Australian banks and five international banks including HSBC will provide debt financing for the port project. Engineering and construction company Thiess will build the port, P&O Automotive and General Stevedoring Pty Ltd will handle materials at the port and Australian Railroad Group will operate the rail line."

Hon. Clive Brown, Chairman, Geraldton Iron Ore Alliance e-News : WA Business News, 29 Jul 2008

Following up – Clive Brown served as Minister for State Development under the Gallop Labor Government from 2001-05, and as Shadow Minister for Community Development 1994-97; and Shadow Minister for Commerce & Trade from 1997-2001.

Water Corporation is top performer but Verve fails : “The Western Australian Water Corporation is the nation’s most profitable government-owned water utility but WA’s Verve Energy is one of the country’s biggest financial losers, a report from the Australian Productivity Commission has found. The commission examined the books of 86 State and Federal government trading enterprises (GTEs) which accounted for 1.7% of Australian GDP, with the Water Corporation’s \$732 million pre-tax profit for 2006-07 among the best returns of any entity. It was only out-performed by the former Queensland Government power companies Ergon (\$1.3 billion pre-tax profit) and Energex (\$1.7 billion). In comparison, Australia Post generated a pre-tax profit of \$562 million. Of the Water Corporation’s \$732 million in pre-tax profits, \$356 million went back to the State Government as dividends.”

“The report was published only days after the corporation objected to the recommendations of the WA economic Regulatory Authority, which called for a major overhaul of water supply arrangements to encourage private investors into the market as a means of lowering costs. But while WA produced one of the most profitable government enterprises, it also had one of the worst performed. Verve Energy’s pre-tax loss of \$76 million for the 2006-07 financial year was one of the worst of any government enterprise. Only NT Power and Water, which had cost blowouts in its water and sewerage sector, delivered a bigger loss, of almost \$100 million. The WA Public Transport Authority delivered one of the worst operating profit margins because it relies so heavily on State Government funding, although it has dramatically cut its debt-to-equity and debt-to-assets ratios in recent years.”

“WA is home to the biggest number of Australian port authorities (Broome, Port Hedland, Dampier, Geraldton, Fremantle, Bunbury, Albany, Esperance), all of which delivered pre-tax profits through the year. The best performer was the Geraldton authority, which racked up a pre-tax profit of \$8.6 million with an operating profit margin of 40%. The Fremantle port delivered a \$17.3 million pre-tax profit but had a 17.5% operating profit margin. But these results paled against the Port of Brisbane Corporation’s \$170 million pre-tax profit, where the company also has a 37% share in Brisbane airport (like Cairns, Mackay and Hobart). Other top port performers included the Sydney Ports Corporation (\$478.5 million), Port of Melbourne Corporation (\$32 million), and the Central Queensland Ports Authority - now Gladstone Ports Corporation (\$39 million).”

Australian Productivity Commission Extract : West Australian (Page 14), 31 Jul 2008

Report ISBN 978-1-74037-258-9 – The Financial Performance of Government Trading Enterprises 2004-05 to 2006-07 – examined electricity, water [supply, sewerage, drainage & irrigation], urban transport, rail, ports and forestry et.al). Government trading enterprises are government-owned or government-controlled entities that produce goods and services on a commercial basis by substantially or fully covering their costs. They are outside the general government sector and are separate from government financial enterprises in banking, insurance and related sectors.

The monitored GTEs represent the majority, but not all, of the GTEs currently operating in their respective sectors. Data for GTEs monitored in previous reports are not included in this report if the GTE was not operating in 2006-07. These GTEs have generally been privatised or had their assets and operations transferred to other GTEs or new entities.

Report calls for fast-tracking of development of electric cars : “Tough decisions made by the Federal Government today could see Australia replace its fossil-fuel technology with electric cars generated by renewable, clean energy sources within years, according to a new report by the Jamison Group. The Jamison Group was established by the NRMA following the company’s Alternative Fuel Summit in 2006 and comprises four eminent scholars in the fields of energy and transport – David Lamb, Mark Diesendorf, John Mathews and Graeme Pearman. The report, ‘A Road Map for Alternative Fuels in Australia : Ending our Dependence on Oil’, finds that in the past four years Australia’s dependence on foreign oil has grown by 30% and if nothing is done, the nation will have an oil trade deficit of \$25 billion by 2015, causing enormous inflationary pressures on the economy and further damage to the environment. The report calls on the Australian Government to set a target of reducing oil dependence by 20 per cent by 2020; 30 per cent by 2030 and 50 per cent by 2050. It urges the Australian Government to do all it can to fast-track the development of the electric car in Australia, charged by renewable energy sources such as wind or solar.”

www.envirocentre.com.au e-News : CO2 News, 06 Aug 2008

Premiers shifting into realms of irrelevance : “It use to be that the States had considerable powers over our lives and welfare. They once collected income tax, controlled industrial relations, and oversaw taxation on alcohol, petrol and tobacco. The Federation (of Australia) has indeed changed a lot since the days of Edmund Barton when the 1st Prime Minister (1901) had less power and influence than his State counterparts (the six Premiers). Decades of erosion of State powers, High Court verification of Commonwealth supremacy and opportunistic incursions on the Federal-State balance have slowly but inexorably been shifting States and Premiers into the realms of irrelevance.”

“So much so that former NSW Labor premier Bob Carr reckons that within 20 years, State parliaments will be nothing more than county councils responsible for little more than policing and planning decisions. Without a revival of federalism, Mr Carr warns, State governments would have to be scaled down to reflect the diminution and contraction of responsibilities. In any Federal system there’s a gradual accretion of power by the centre at the expense of the States but in no other system has it happened as decisively as it has in Australia. If we face another two decades in which the Commonwealth wins every argument and there’s a leaching of more and more powers to Canberra and States end up with only police and some of the bigger land use responsibilities, effectively they’re becoming county councils.”

Hon. Bob Carr, Ex-Premier of New South Wales Extract : West Australian (Page 21), 08 Aug 2008

Following up – The provincial Peoples Republic of China hosts the Beijing XXIXth Olympiad attended by 204 nations of the world, including Hong Kong & Chinese Taipei, the former states of the Union of Soviet Socialist Republics, the combined states of the unified German Democratic Republic and the Socialist Republic of Vietnam, Israel & Palestine, India & Pakistan, North & South Korea; former states of the Yugoslav Republics, the democratic republics of the Congo, Timor Leste and the Marshall Islands.

Give us enlightened leadership : “The elevation of Colin Barnett and the calling of an early State election by Alan Carpenter, not to mention the leadership positioning on the Opposition Federal scene, exemplifies the difficulties faced by anyone aspiring to lead us in these uncertain times. Democracy works in a tension of unity and dissent, majority rule and minority rights. But some underlying consensus about common direction is necessary. Our social and economic situation is stretching our social fibres to the limit. We are losing the shared purpose which provides the balance between individual desires and the general well-being. We have high mobility, erosion of communities, cultural exclusion of the aged, racial tensions and inward turning of personal goals resulting from a sense of powerlessness in a mass society, the growth of interest-group politics, changing family forms and once again growing unemployment – or more precisely lack of economic competitiveness and participation.”

“Few countries seem to be so well endowed as Australia to face the future. Australia seems to have everything, but can it summon the will to succeed? Perhaps we should recall and elevate an Australian tradition that seems to have gone out of style – striving. It was striving that turned a penal colony into a paradise, arid wilderness into bountiful sheep and cattle stations. We have to encourage strivers and striving. Our leaders must apply imagination rather than tired formulas to the shifting economic contours of the nation. We need the private as well as the public sector orchestrated and working together to raise the achievement levels, the productive output and the quality of life.”

“Where we go from here depends on many people and things, but mostly on people. Each individual’s personal commitment to an idea and to change is a critical factor. Above all it depends on enlightened leadership at the institutional, community, State and national levels. These men and women will not have an easy task because there are few things more difficult to explain, more perilous to conduct or more doubtful to achieve than the introduction of something different. Yet unless we seek a different concept – one that both reflects and contributes to a bigger vision of the future quality of life – then our society will promote the march of mediocrity and allow it and its systems to capitulate to chaos.”

Michael Detiuk, Perth Resident & Taxpayer Extract : West Australian (Page 22), 09 Aug 2008

Sea level rise decision could have implications for all coastal councils : “A decision by Victoria’s Civil and Administrative Tribunal to overturn South Gippsland Shire Council’s approval of the development of six coastal homes due to the potential impact of rising sea levels could have ramifications for coastal councils across Australia. The tribunal’s decision sends a strong message to Victorian coastal councils that the predicted impacts of climate change should be taken into account when considering development applications in coastal zones. Environment Defenders Office Victorian Principal Solicitor, Brendan Sydes, says the tribunal’s decision that the likelihood of sea level rises should be considered by councils when making planning decisions could have significance within Victoria and nationally. Mr Sydes says VCAT’s decision may be an indication of the approach planning tribunals nationally could take when considering planning decisions made in coastal areas.”

“The case before VCAT involved the assessment of six planning permits granted by the regional South Gippsland Shire Council for dwellings located in a farming zone close to the coast. In making its decision to overturn the council’s planning approval of the dwellings, VCAT considered the potential impact of sea level rises caused by climate change on the proposed developments. To this end, the tribunal found increases in the severity of storm events and rising sea levels would create a *‘reasonably foreseeable risk’* of inundation of the land and proposed dwellings, which VCAT deemed to be *‘unacceptable’*. While the tribunal noted the relevance of climate change considerations to planning decision-making processes is presently in an *‘evolutionary phase’*, it concluded that sea level rise and the risk of coastal inundation are *‘relevant matters to consider in appropriate circumstances’*. The tribunal said climate change would lead to extreme weather conditions beyond the historical record that planners rely on when assessing the potential future impact on proposed developments.”

To view VCAT’s decision : <http://www.austlii.edu.au/cgi-bin/sinodisp/au/cases/vic/VCAT/2008/1545.html>

Brendan Sydes, Principal Solicitor, Victorian Environmental Defender’s Office e-News : EnviroInfo (Page 2), 14 Aug 2008

Following up – The significance of this decision is the requirement for local government (and any decision-making authority) dealing in legislation to make a determination, firstly as to those matters that should be considered on the basis of ‘reasonable foreseeable future risk’, and then secondly, what constitutes ‘unacceptable risk’. Ultimately, in making those determinations, does the decision-making authority then have to accept some measure of liability as to outcome where they either set the standard or disregard the notional risk.

Albany Peace Park loses \$½ million to Canberra : “Almost half a million dollars has been robbed from Albany’s Anzac Peace Park as Canberra continues to play politics with funding for regional areas. The \$443,000 in funding secured for the memorial project was scrapped after a review earlier this year by Kevin Rudd’s razor gang. It was reinstated after a significant public outcry. But now, in a back-flip on a back-flip, the funds have once more been rejected. The City of Albany said the park would still go ahead, but the funding shortfall means the memory wall, honouring Albany’s wartime history, and other significant interpretive elements, would not.”

“Albany Returned Services League Sub-branch president Laurie Fraser said he was shocked by the news, saying the memory wall had been the ‘heart’ of the proposed park. It is just unbelievable how governments cannot seem to keep their word to maintain a significant community project that has had a tremendous amount of planning and organisation go into it for more than four years, Mr Fraser said. The memory wall would have been the integral part of memorial services. By not having that, they have taken away the most significant part of the park. I’m just not sure how the whole thing is going to fit in now. We are extremely disappointed and angry, Mr Fraser said.”

“The Office for Regional Development, which scrapped the regional Partnership program which was to have funded the project, said the project had been given the opportunity to finalise its contract, but did not meet the conditions for review. While this is disappointing, we had to ensure a thorough and proper process to avoid the mismanagement of the former government’s handling of Regional Partnerships, parliamentary secretary for regional Australia Gary Gray said (*Member for Brand – home of the*

Australian Indian Fleet at HMAS Stirling, Garden Island, Cockburn Sound, Perth). Great Southern (Area Consultative Committee and) Regional Partnerships Scheme chairman Len Smith said the decision was disappointing. In the end, I think it was a blatantly political thing. It will make the previous government look stupid if they knock some of these projects back, Mr Smith said.

Hon. Gary Gray MHR, Federal Minister for Regional Development Article : Albany Extra (Page 3), 15 Aug 2008

Following up – Laurie Fraser MBE vehemently opposes port relocation because he lives at Goode Beach (and did not attend the RSL Albany Sub-branch briefing on Rainbow 2000), while Len Smith is a former member of the Albany Port Authority Board (the Board declined to be briefed) and the Albany Chamber of Commerce & Industry Executive Committee (ACoCI resolved unanimously to refer Rainbow 2000 to City of Albany and State Government of Western Australia for comprehensive technical and financial evaluation).

Planning provisions concern citizens : “A meeting of a new group called the Concerned Citizens of Albany was held at the town hall last weekend to discuss questions concerned with local politicians and planning experts. The theme of the evening was ‘shutting community aspirations out of town planning outcomes’, and the meeting heard from Greens MLC Paul Llewellyn, Greens candidate for Albany Diane Evers, Liberal candidate Andrew Partington, Nationals candidate Sam Harma, Tony Harrison (environmentalist) and Sandy Boulter (lawyer), an expert on third party rights of appeal.”

“Coordinator David Ferguson said the evening had been organised in response to concerns of local citizens who felt shut out of planning decisions such as the Albany Waterfront development, the Earl Street development and the Albany Regional hospital. It was based on the need for proper democratic process, as in Albany decisions are being made for us without any consideration of what citizens actually want, Mr Ferguson said. We want to see the citizens, who are the ones actually affected by the decisions, have some say in what happens. There should be a process where a development doesn’t go ahead when all the citizens in Albany don’t want it (presumably the Albany Waterfront & Entertainment Centre), he said. Mr Ferguson said he was disappointed Albany MLA Peter Watson had not attended the meeting. I think he was afraid of a bun fight, Mr Ferguson said.”

David Ferguson, Coordinator, Concerned Citizens for Albany Article : Albany Extra (Page 9), 15 Aug 2008

Following up – the Hon. Peter Watson MLA (Labor) was re-elected for a third term of government as the Member for Albany in September 2008, having won the seat with the smallest of margins (17 votes : 50.02% two party preferred). An alliance has formed a minority Government between the Liberals, Nationals and several independents who clearly support regional development as a mainstream agenda for WA. It was Liberal Party policy to introduce 3rd Party Planning Appeal legislation upon election – it is not clear if it is alliance policy.

A speech to launch the book ‘Great White Fleet to Coral Sea – Naval Strategy & the Development of Australia-United States Relations, 1900-1945’ : “Thank you Professor Alan Dupont (Director of the Centre for International Security Studies) for that introduction and for the invitation to the University of Sydney. On Wednesday, the USS John S McCain will arrive in Sydney to commemorate the 1908 voyage by the United States Navy’s Great White Fleet, marking the centenary of the visit to Australia by sixteen battleships of that fleet. The visit of the USS John S McCain reflects the historical significance of the original visit by the Great White Fleet for today’s Alliance between Australia and the United States.”

“The Commonwealth of Australia to which the Great White Fleet sailed in 1908 was a very different place to that to which the USS John S McCain will arrive. Australia was a new federal union formed from a group of six British colonies. The Australians of the new Federation had not yet embraced the full independence which their American cousins had asserted in the late eighteenth century. However, the action taken by Prime Minister Alfred Deakin in inviting the Great White Fleet outside the normal channels of communication through Britain was an important and striking assertion of the young Australia’s emerging sense of self-belief. The Great White Fleet was welcomed effusively in Australia.”

“When Prime Minister Deakin invited President Theodore Roosevelt in 1907 to send the fleet to Australia, he observed accurately, as history would show, that the visit would ‘tend to knit their relations more closely’. When the fleet arrived in August 1908, Deakin returned to this theme and, borrowing from Sir Henry Parkes (another Australian Prime Minister), spoke of the ‘crimson thread of kinship’ as the chief bond between the two nations. This kinship was keenly demonstrated by the Australian public during the Fleet’s visit and served as a firm foundation for the US-Australia relationship.”

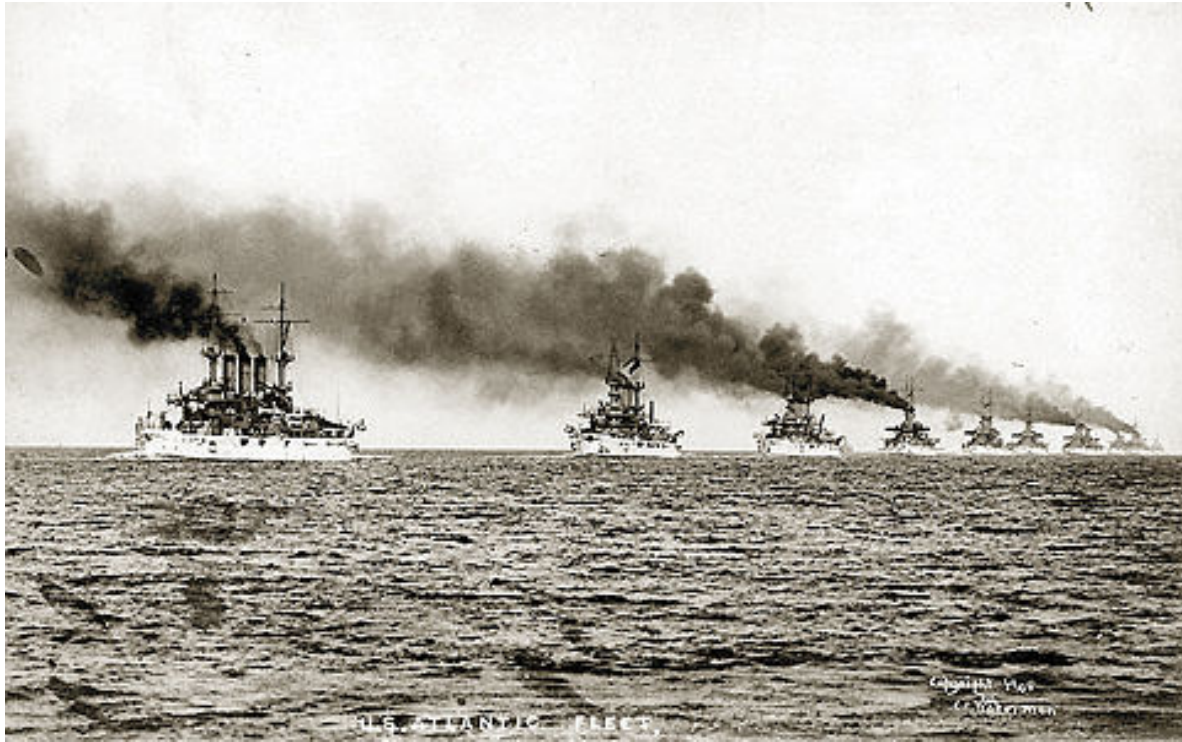
“The *New York Times* reported that 500,000 Australians lined the harbour foreshores and quays or stood on public buildings to view the arrival of the Fleet. The official Sydney program, dubbed Fleet Week, ran to twenty pages and included fire works, sporting contests, a gymkhana, parades and reviews, a vice-regal ball, a garden party and massed displays by schoolchildren. In Melbourne, American Week was marked by similar parades, reviews, soirées and fireworks. In Albany, from where Australian ships sailed during World War One, the fleet made a seven-day visit. It was accorded a warm civic reception by then Western Australian Premier, Sir Newton Moore.”

“This (and other actions) established the enduring bond between our two great nations. It is built on a common heritage, shared values and joint endeavour, resolve and sacrifice when times were at their worst. Both our nations share a common belief in democracy, in respect for the rule of law, in equality of opportunity and in ‘a fair go’. The Alliance that bond reflects remains the indisputable bedrock of Australia’s security, strategic and defence arrangements. The Australian Government very much values the cooperation Australian and United States forces continue to demonstrate in working together to meet security and strategic challenges, both regionally and globally. The Alliance is not just a relationship between our military forces or a friendship between Governments. It is a friendship between nations and people.”

Hon. Stephen Smith MHR, Minister for Foreign Affairs Extract : www.foreignminister.gov.au 18 Aug 2008

Following up – the Hon. Stephen Smith MHR is the Federal Member for Perth (WA); with his federal colleagues the Hon. Arch Bevis MHR, Member for Brisbane (Qld); the Hon. Joel Fitzgibbon MHR, Minister for Defence, Member for Hunter (Newcastle, NSW); the Hon. Tanya Plibersek MHR, Minister for Housing & Status of Women, Member for Sydney (NSW); the Hon. Lindsay Tanner MHR, Minister for Finance,

Member for Melbourne (Vic); the Hon. Duncan Kerr MHR, Minister for Pacific Affairs, Member for Denison (Hobart, Tas); and the Hon. Kate Ellis MHR, Minister for Youth & Sport, Member for Adelaide (SA) – its all leading up to Anzac 2014-18.



America's Great White Fleet leaves [Hampton Roads, Virginia](#) on December 16, 1907 for its World Tour 1907-09

LNG prices tipped to rise 80% : "Liquefied Natural Gas (LNG) prices in Asia may climb about 80% this year as new projects get delayed and countries from Indonesia to Egypt curb exports. John Harris, a director at Cambridge Energy Research Associates in Beijing, said cargoes of LNG might rise to as much as US\$25 per million British Thermal Units (BTUs) in the northern hemisphere winter. This winter can be very tight, said Andy Flower, a London-based industry consultant and former executive at BP's LNG business. There's not going to be much supply available. Cambridge Energy and Edinburgh-based Wood Mackenzie Consultants say natural gas will reach parity with oil this year. Oil is forecast to average US\$124 a barrel in the forth quarter, according to the median estimate of 31 analysts in a Bloomberg survey. That equates to a gas price of around US\$21 per million BTU. UK gas futures for winter are trading at about US\$18 per million BTU."

"Supplies of LNG, which pollutes less than oil-based alternatives, could be constrained because plants in Egypt, Nigeria and Norway operated at about 60% capacity in the first half of 2008 after equipment failures and inadequate pipeline capacity, according to estimates compiled by Mr Flower. Global LNG trade rose 7.3% to the equivalent to 165.3 million tones last year according to the BP Statistical Review of World Energy June 2008. Consumption will increase 10% a year through 2015, more than five times as fast as crude oil. Tokyo Electric Power Company, Asia's biggest utility, increased consumption by about 18% to 19.9 million tonnes in the year ended 31 March 2008 after an earthquake last July shut its Kashiwazaki Kariwa nuclear plant, the world's biggest. Japan and South Korea will pay whatever it takes to get the fuel, Mr Harris said."

John Harris, Cambridge Energy Research, Beijing PRC Extract : West Australian (Page 38), 18 Aug 2008

WAFF calls for State to pick up WestNet : "The WA Farmers Federation yesterday added to the scrutiny of Babcock & Brown by raising concerns over the health of the investment bank's beleaguered energy and transport fund, suggesting the crisis of confidence weighing on the group could threaten the management of the State's vital grain freight network. WAFF president Mike Norton said Babcock & Brown Infrastructure's (BBI) decision two weeks ago to sell down its 76% stake in WestNet Rail highlighted uncertainty over the group's ability to adequately manage and maintain the State's freight network. Eight years ago (under the Court Coalition Government), WestNet signed a 49-year lease with the State Government to operate WA's freight network in the South-West, which covers 5100 km of line and carries 65% of the State's grain harvest."

Mike Norton, WAFF Extract : West Australian (Page 47), 21 Aug 2008

Airlines face \$7b hit as fuel prices soar and demand slumps : "A 'perfect storm' of soaring fuel costs and slipping demand could cost global airlines US\$6.1 billion this year, the International Air Transport Association warned yesterday. Painting a grim outlook for the industry, IATA's director-general and chief executive, Giovanni Bisignani, expected to see more airlines go bust

as sky-high fuel prices slashed profitability. Already some 25 airlines in our financial systems have gone bust – greater than immediately following 9/11 – and we are bracing for more.”

“Mr Bisignani said the reality was that oil prices seemed to be permanently higher than five years ago and were ‘reshaping the business in a way that demand shocks of SARS and 9/11 did not’. IATA represents about 240 air carriers accounting for 94% of world air travel. He said while airlines had worked hard to cut costs to survive the tougher environment, they were not free to operate as normal business because airspace access and foreign ownership were controlled by governments. He called on Australia to play a leading role in changing the 60-year old rules which govern global aviation, despite acknowledging the fact that unwinding 3500 bilateral agreements would be a challenge.”

Giovanni Bisignani, Director-General, IATA Extract : West Australian (Page 50), 21 Aug 2008

Gutless – Watson attacks decision which may cost him his seat : “Albany MLA Peter Watson is now battling for his political life. He has labelled a decision by the Nationals to preference the Liberals as ‘gutless’. It is a decision which is a coup for Liberal candidate Andrew Partington, and political analysts say it almost guarantees him the marginal seat. Mr Watson, who said he was not surprised by the Nationals announcement, still branded it as ‘fraudulent, lacking character’. He also said it belied the party’s claims of independence. I think the National Party are frauds, they come out and say they want to look after regional WA and they want all this money going into regional WA, but we have a Labor government that is doing exactly that for Albany for the first time, something the Liberals have never done. We have poured millions into this area and it counts for nothing according to the National Party. We knew all along this rhetoric they have been putting out about being independent was a joke. The fact is they are lap dogs for the Liberal Party, when things get tough they go running back to the Liberal Party, they always have done and they always will do.”

Hon. Peter Watson MLA, Member for Albany; PS Great Southern Extract : Albany Advertiser (Page 1), 21 Aug 2008

Advancement part of a regional plan – as CEO departs and Commonwealth reneges : “Albany is taking major steps forward with starts this month on the entertainment centre and the peace park, and the Premier’s recent promise of a new hospital. A major reason for this kind of advance in our community is Albany’s status as a regional centre : these facilities that will serve the South Coast region. Many people pay scant attention to Albany’s importance to the region and see our community more as a self-sufficient satellite some distance from Perth. I have a different view. I urge residents to pay due regard to Albany’s status as a regional centre. I want to reinforce the regional dimensions of Albany’s work in promoting tourism, lobbying for road funding and seeking improved air services, among other efforts.”

“The Council has committed significant funding to tourism promotion that brings direct and indirect benefits to almost all local businesses and feeds related commercial activity across the region. Tourism by its nature depends on transport, highlighting the importance of road funding and improved air services. Our status as a regional centre is the platform from which we should lobby for more passing lanes on the southern reaches of Albany Highway. Other roads leading to Albany also need attention and we must ensure these regional arteries are safe and well-constructed.”

“Albany Regional Airport stands on its own two feet as a City of Albany business unit, as befits a regional centre. The Council supports a regulated air service but we also want to ensure a competitive tendering process determines the best operator to provide our community with the air service a regional centre deserves. In the long term, we will want to ensure Albany is well placed to upgrade air services to include international flights. All this and more will be part of embracing Albany’s status as a regional centre. Let us take a positive approach and see the benefits that accrue to all from the Council’s commitment to growing a healthy community.”

Mayor Milton Evans, City of Albany Article : Albany Advertiser (Page 4), 21 Aug 2008

“I don’t support a political party – my vote is a vote for my region : In 2005, I was diagnosed with acute myeloid leukaemia and I was hospitalised in Perth for four months which required my wife and children to be uprooted from their work and schools overnight. Peter Watson (*Albany MLA*) went out of his way during this time to stay in touch with my family in Perth, demonstrating the moral and ethical standards that we should expect from all our political leaders. I didn’t vote for this man in 2001, but I have seen him turn a safe Liberal seat that was constantly overlooked for large capital investments, into a marginal Labor seat. The end result is that our City and our community have benefited from significant Government investments. To Peter Watson’s credit, he has convinced the Government to build a new hospital, increasing their commitment to Albany by over \$100 million to make the total investment of over \$160 million for our new hospital. With the political experience Peter Watson has gained and his track record in regional Western Australia, I think our region should call on our Premier Alan Carpenter to acknowledge this outstanding parliamentarian in his next Government.”

Steve Birkbeck, Formerly Mt. Romance of Albany Advert : Albany Advertiser (Page 17), 21 Aug 2008

MP’s peace park fury : “Albany MLA Peter Watson (*Labor*) claims the Federal Government has insulted Albany by knocking back funding for the Anzac Peace Park. Mr Watson said he phoned Federal Parliamentary Secretary for Regional Development Gary Gray (*MHR Brand – Stirling Naval Base, Rockingham, WA*) to give him a piece of (his) mind. I have a good relationship with Gary Gray, but in this case I told him that his government had insulted Albany, and the memory of the Anzacs. The funding request to the Federal Government of \$433,000 was for a memory wall and some of the larger interpretive centre elements.”

“The City of Albany had been told the funding was secure. I’m absolutely staggered that the Federal Government can knock back funding for a project of such national significance. The Anzac Peace Park will be front and centre of the 2014 commemoration of the 100th anniversary of the first Anzac fleet leaving Australia’s shores from Albany. Mr Watson said the Federal Government’s

decision was a cruel blow to the many people and organisations who had worked so hard to have it established. City workers started transforming the site last week (*with State funding in the order of \$65 million*)."

Hon. Peter Watson MLA, Member for Albany; PS for Great Southern Extract : AGS Weekender (Page 6), 21 Aug 2008

US Navy sails into Sydney to mark anniversary of Great White Fleet : "When the US Navy's Great White Fleet of 16 battleships sailed into Sydney 100 years ago, the Royal Australian Navy was still five years off in the making and there was nothing to stop a fleet steaming into the harbour. So when the destroyer USS John S McCain (*DDG 56*) marked that historic event 100 years to the day in its passage through Sydney heads on Thursday, it was met and escorted by the RAN guided missile frigate HMAS Darwin and the oil refuelling vessel HMAS Sirius. The arrival of the US warship is part of anniversary celebrations by the US Navy of the Great White Fleet's epic 14-month voyage around the world (*and was partly in response to an invitation from then conservative Prime Minister Alfred Deakin*)."

"In 1908, the armada's vessels (*from the Atlantic Fleet*), painted a gleaming white and crewed by 14,000 men, were part of a show of American force, especially in the Asia-Pacific region, where Japan had defeated Tsarist Russia three years earlier. The sight of the fleet spurred the Australian Federation into creating its own navy in 1913 (*sic 1911*). It was estimated that more than 500,000 people lined the foreshores to welcome the fleet on August 20, 1908. When the ships left Sydney 100 years ago, 300 men chose to stay in Australia. We only have 300 with us. I hope to leave with the number I came with, Captain Mark Montgomery, of the US Navy said. The USS John S McCain is named after the father and grandfather of the US (*Republican*) Presidential candidate, both of whom were admirals. The elder McCain served on the Great White Fleet. The ship will also visit Albany."

Capt. Mark Montgomery, CO USS John S. McCain, USN Extract : West Australian (Page 56), 23 Aug 2008

Following up – A more comprehensive (but not complete) analysis of the relationship between Australia and the United States of America by Greg Sheridan, Foreign Editor for The Australian appears in 'The Weekend Australian' (Page 28) of 23 August 2008.

\$225m plan for SW gas pipeline : "A natural gas pipeline from Bunbury to Albany will be built and operating within four years, if the Liberals are elected to government. The proposed South-West pipeline will extend via Bridgetown and Manjimup (*and Mt. Barker*) at a cost of about \$225 million. Construction would begin in the first term of a Liberal (*State*) government. Opposition Leader Colin Barnett, announcing the policy yesterday, said the pipeline was designed to develop a secure, reliable and safe energy supply for the future economic and social growth of the region. For many customers along the route, this would mean a lower cost alternative to bottled LPG."

"The line would also provide new jobs and encourage value-adding and exports for the viticulture, agricultural, minerals and timber industries through access to internationally competitive gas prices. Mr Barnett said it would encourage further investment in the region and reduce greenhouse-gas emissions through increased use of cleaner natural gas. The gas pipeline grid could enable the installation of gas turbines in the region to support the electricity grid in times of high demand, taking pressure of the transmission system upgrades to support additional capacity. This would be particularly relevant for wind projects that have high prospects in the region."

Hon. Colin Barnett MLA, Liberal Opposition Leader WA Extract : Sunday Times (Page 7), 24 Aug 2008

Following up – Colin Barnett is elected Premier of Western Australia in September 2008, and leads a minority alliance government with the support of former Labor members / ministers, Nationals and Independents.

Labor does U-turn on uranium : "Alan Carpenter produced another spectacular policy reversal yesterday when he announced that he (*as Leader of the Australian Labor Party if elected to form the next State Government*) would legislate to ban uranium mining in Western Australia, only weeks after dismissing the measure as unnecessary. Our position has been criticised because it relied only on the presence of the premier of the day, myself, and I've been convinced that there needs to be more rigorous process, Mr Carpenter said. Legislating to ban the mining of uranium will mean it is a decision of the Parliament of Western Australia for that ban to be overturned rather than a decision of the premier of the day."

"The Premier's policy reversal caught Greens MP Giz Watson (*MLC North Metropolitan*) by surprise because Labor had voted with the Liberals to defeat her private member's bill to ban uranium mining just four months ago. That does strike me as somewhat ironic but, what do they say, 24 hours is a long time in politics? Ms Watson said. It's a pleasant surprise and we will work with him to make sure that it is adequate, comprehensive legislation and brought in with the highest priority. Both Mr Carpenter and Ms Watson denied that the reversal was part of a preference deal between Labor and the Greens."

"Independent MP Shelley Archer (*MLC Mining & Pastoral – formerly Australian Labor Party – and disenfranchised with the Burke CCC investigations*), who will share the balance of power in the Upper House with Family First MP Anthony Fels (*MLC Agriculture – formerly Liberal Party – and also disenfranchised after CCC investigations*) until May 2009 (*because the Legislative Council does sit for fixed terms*), said she would not support the legislation. I just think it's another backflip, and I certainly won't be supporting it, Ms Archer said. To be frank, I think Mr Carpenter is a bit panicked – the polls aren't looking good for him and some of his members and I think he's just looking for areas where he might gain an extra vote or an extra edge against the Liberals."

"The uranium mining industry was stunned by the Premier's policy reversal, with the Association of Mining and Exploration Companies advocacy and public affairs manager Darren Brown calling the decision 'short-sighted and embarrassing'. It's short-sighted because it closes the door on a future industry that could deliver many billions of dollars and tens of thousands of jobs to the State. It's embarrassing because it will solidify WA's place as the least attractive Australian state to do business. Federal Resources Minister Martin Ferguson is on record saying that this is a bad policy and now it looks like the loony Left (*faction of the ALP*) will get their way and drive the last nail in the coffin of common sense. WA Chamber of Commerce and Industry policy

executive Trevor Lovelle said legislating against uranium mining would hinder the State's economic, environmental and social development."

Hon. Alan Carpenter MLA, Premier of Western Australia Extract : West Australian (Page 5), 27 Aug 2008

Following up – With copies to all twelve WA Senators and the Senate President, Smithson Planning submits its discussion paper on Peak Oil, Gas & Nuclear Power dated 21 August 2008 to the Commonwealth Government's Senate Select Committee Inquiry into Fuel & Energy.

China's power carbon emissions set to outstrip US for first time : "The carbon emissions of China's electric power sector will jump by about 1/3rd this year, surpassing the total emissions of the US power industry for the first time, according to a report by the Centre for Global Development, a Washington-based think tank. The estimate shows that though China and India are becoming more efficient in energy use, their rapid pace of economic growth will mean a doubling of their carbon emissions from power plants over the next twelve years. We see some marginal signs of improvement in carbon intensity, particularly in some of the major developing countries, Kevin Ummel, a researcher at the centre said. But even with that slight silver lining, aggregate emissions, the only measure that matters to the atmosphere, continue to race upward."

"Worldwide, power generation accounts for 37% of energy-related carbon dioxide emissions and 27% of all carbon emissions, including those attributed to deforestation. The report highlights the challenge of curbing greenhouse gases in time to slow climate change while maintaining world economic growth. China and India have made growth their top priority to raise living standards and many international climate negotiators do not expect meaningful limits on carbon emissions from them until after 2020 – that spells trouble for the climate, many scientists warn. We urgently need to cut power-related carbon dioxide emissions, David Wheeler, a senior fellow at the centre, said. According to the report, Chinese power plants will produce about 3.1 billion tonnes of carbon dioxide this year, up from about 2.3 billion tonnes last year. Paul Ting, a veteran oil analyst now specialising in China, said China relied on coal for three-quarters of its energy consumption."

Kevin Ummel, Centre for Global Development, Washington DC, USA Extract : West Australian (Page 19), 28 Aug 2008

Uranium firm considers Australian withdrawal : "Premier Alan Carpenter's election pledge to legislate a uranium ban may cost the country some \$200 million in investment as one Canadian company considers a withdrawal from its Australian assets. Toronto-listed Mega Uranium Ltd said it is reassessing its plans for the development of its Australian uranium assets, including the Lake Maitland project in Western Australia, and other assets which have an in-ground value of over \$3 billion. Mr Carpenter has consistently opposed uranium mining but until last week maintained there was no need for legislation. He said he had changed his mind after speaking with groups opposed to uranium mining which convinced him of the need to enshrine the policy in law."

"Mega said it had been in advanced discussions with a number of parties involving off-take agreements and funding ventures to develop the projects. In light of the Western Australian Premier's comments, these high level negotiations with some of Australia's largest trading partners have now stalled and, if as proposed, the legislation to ban uranium mining in WA is passed, they will be terminated. Mega has spent over \$130 million acquiring and exploring over the past two years. The Canadian company also said Mr Carpenter's uranium opposition has put into jeopardy the federal government's Uranium Industry Framework which encourages companies to work with Indigenous groups."

"The legislation proposed by Premier Carpenter destroys some of the best opportunities in WA to achieve the desired outcomes of this policy, Mega said. Mr Carpenter's back-flip has prompted outcry from several representative groups which have labelled the pledge as 'disappointing'. The Western Desert Lands Corporation (WDLAC) which acts on behalf of the Martu people, who hold land rights over the major Kintyre uranium deposit, said the pledge will rob Indigenous people the right to earn a living and potentially achieve and equity stake in a major project."

Mega Uranium Ltd, Toronto, Canada e-News : WA Business News, 28 Aug 2008

Russia aims economic oil weapon at Europe : "Fears are mounting that Russia may restrict oil supplies to Western Europe in response to the threat of European Union sanctions and NATO naval actions in the Black Sea. Such a move would be a dramatic escalation of the Georgia crisis over Abkhazia and South Ossetia and play havoc with oil markets. Reports from Moscow suggest Russian oil companies are under Kremlin orders to prepare to cut supplies to Germany and Poland through the Druzhba (Friendship) pipeline. With the US and European credit crisis already causing great stress, a fresh oil spike would rock financial markets and the Kremlin undoubtedly knows it has extraordinary leverage if it strikes now."

"Such action would be seen as economic warfare but Russia was infuriated by NATO meddling in its 'backyard' and threats of punitive EU sanctions. Russia tested a long-range missile on Thursday as Prime Minister Vladimir Putin accused the United States of provoking the war in Georgia to improve Republican prospects in the US presidential election. 'They needed a short, victorious war. And if it didn't work out, they could always put the blame on us; make us look like the enemy and against the background of this surge of patriotism, once more rally the country around a particular political force', PM Putin said. The White House said Mr Putin's suggestion was 'not rational' and 'patently false'."

Vladimir Putin, Prime Minister of Russia Extract : West Australian (Page 12), 30 Aug 2008

Following up – Two days later Australia threatens Russia with withdrawal from strategic agreements struck in 2007 for the supply of uranium ore for nuclear power generation and enrichment if it fails to heed EU / NATO expectations relating to Georgian sovereignty.

Nuclear ban is deception : "The fact is that many countries are already reliant on nuclear reactors for energy production. For example, France produces 80% of its energy from nuclear power, Sweden 50%, Japan 30%, and the United States and the United Kingdom 20%. All are vibrant democracies and all are signatories to the Nuclear Non-Proliferation Treaty. That the Premier Alan

Carpenter could link renewable energy targets in his home state to the overseas export of uranium shows a lack of public policy skills, if not a simple inability to think logically. Either Carpenter and his advisers don't understand that the uranium mining and nuclear power debates are separate, or they hope the public doesn't understand the difference and are looking to cash in on a politically sensitive subject."

"In his statement on the matter, Carpenter also claimed that the global demand for nuclear power was diminishing. Either the Premier is being deliberately misleading or he is again ill-informed. There are more than 400 nuclear power plants worldwide. The total number under construction or proposed for construction will go close to doubling that number in the not-too-distant future. Carpenter is certainly being misleading when he suggests that WA may be saddled with returned waste from exported uranium. No country that exports uranium is required to tack back the waste, and Australia never has. It is not as if the mining and export of uranium is a new debate in Australia. We have been doing it since 1954."

"Labor's three-mines policy ensured there wasn't a proliferation of new mines following the 1970s growth in uranium exports. But the policy was overturned at last year's ALP national conference, and just last week Federal Environment Minister Peter Garrett approved an expansion of one of South Australia's largest uranium mines. Former Premier Geoff Gallop committed not to allow uranium mining in WA when he was elected in 2001, affirming the commitment at the 2005 election. Carpenter honoured Gallop's ban when he took over the premiership."

"However, by going a step further and enshrining the ban in legislation, Carpenter is making it prohibitively difficult for future state governments to choose a different public policy direction, not to mention exposing WA to expensive compensation claims from mining companies already granted licences (or the forfeiture of mining royalties and employment opportunities). Carpenter's failure to have a serious debate about the very different issues of uranium mining and nuclear reactors, whatever the outcome of that debate, is an example of putting good politics ahead of good policy."

Peter van Onselen, Assoc. Professor of Politics, Edith Cowan University Extract : Sunday Times (Page 69), 31 Aug 2008

Albany's future is on the line : "Colin Barnett and the Liberals see uranium as part of our energy future. They won't say where it will be mined, or if it will go through Albany port. Meanwhile, Labor has been working hard to deliver cleaner sources of power like solar, wind and wave power technology. Alan Carpenter and I have a vision to make Albany the first city in Australia powered 100% by renewable energy."

Hon. Peter Watson MLA, Labor Candidate for Albany Letter : 01 Sep 2008

PM dodges fallout from Carpenter's nuclear cloud : "Labor's new national policy supporting uranium mining purposefully does not override the States simply because Mr Rudd (*the Australian Prime Minister*) did not want to buy an internal fight with Mr Carpenter's entrenched position (*especially before the WA State election*). But nothing can disguise the fact that the arguments in favour of uranium mining advanced by senior Australian Labor Party figures such as Mr Rudd, Mr Carr (*a former Premier of New South Wales*) and Mr Rann (*the current Premier of South Australia and National President of the ALP*) leave our second-rung Premier stranded."

"Like so much of the populist pap advanced by Mr carpenter in this election campaign, his position on uranium is glib, intellectually unsupportable and designed to play on ignorance, prejudice and fear. He has no counter to Mr Rudd's world view, Mr Carr's technological view or Mr Rann's environmental view. Mr Carpenter is left denying the rest of the world access to an energy source they need to help meet their greenhouse targets while his government approves coal-fired (*and gas*) power stations at home. How green is that?"

Paul Murray, The West Australian Newspaper Extract : West Australian (Page 20), 02 Sep 2008

Barnett rules out river towers : "The Perth Waterfront Project and the State Government's Network City planning policy would be scrapped under a Liberal government, Colin Barnett said yesterday. The Liberal leader said people did not want skyscrapers on the foreshore and the Premier's plan would create an exclusive enclave for corporations and rich apartment owners. We would like a waterfront development that connects and integrates the foreshore to the city but I would want it to be family-friendly, people-friendly, so that all groups in our community can go there, mix around and enjoy it. If Labor builds what they're talking about, the public will not have access to the waterfront."

"Mr Barnett also plans to dump Network City – the Government's plan for high-density housing along public transport routes – blaming the policy for the housing crisis. Network City has contributed to a doubling of land prices in Perth ... it has not brought on the land (for development). The shortage of land in Perth has meant land and house prices have skyrocketed and that has damaged the opportunities of young Australians to own their own house."

Hon. Colin Barnett MLA, Liberal Opposition Leader WA Extract : West Australian (Page 6), 03 Sep 2008

Barnett rules out river towers : "Planning (& Infrastructure) Minister Alannah MacTiernan said the claims were untrue as there were 15,000 hectares of residential areas awaiting development. The Court government (*Year 2000*) had released 7,000 suburban lots a year, and at the height of the housing boom in 2006, the current Government released 16,000. Ms MacTiernan said it was complete nonsense to suggest public access to the waterfront would be restricted. Mr Barnett did not understand the need for a 21st century precinct in Perth. Just as you have with places like Circular Quay, the people who have houses on Circular Quay aren't exactly public housing tenants, but it doesn't stop it being a Mecca for the people of Sydney."

Hon. Alannah MacTiernan MLA, Minister for Planning & Infrastructure Extract : West Australian (Page 6), 03 Sep 2008

Barnett rules out river towers : “FuturePerth chairman Sean Morrison said the belltower and convention centre showed what happened when bold and creative visions were watered down. He urged Mr Barnett not to sacrifice the ‘quality and vision’ of the waterfront project, saying Perth’s population was set to double over the next 40 years and the environmental and infrastructure costs meant urban sprawl could not continue.”

Sean Morrison, FuturePerth (Curtin Students Think Tank) Extract : West Australian (Page 14), 03 Sep 2008

Affordable electric vehicles planned : “A Dutch-based company yesterday announced plans to produce affordable electric cars by the end of 2009, promising they will be much more powerful than existing models and have zero emissions (excluding the manufacturing process). Detroit Electric is in negotiations with Malaysia’s national auto maker, Proton, to produce the car in Malaysia and is also talking to a German and a US carmaker, said the company’s chief executive Albert Lam. We believe in affordable electric vehicles for the public. That is our dream ... to find innovative ways to counter global warming, Mr Lam said before journalists test drove a sports car, a sedan and a sub-compact car fitted with Detroit Electric’s technology.”

“Mr Lam said the car would use lithium ion batteries and a motor developed in-house. When people tell you it (an electric car) is not practical, that it runs at a slow speed and you can’t charge it, that is not true, Mr Lam said at Proton’s test track in central Shah Alam city. Exiting models were used for demonstration – the sports car was a modified Lotus – but the company will create its own designs and market the vehicles under the Detroit Electric brand, a now-defunct US company that produced electric cars in 1907. Mr Lam bought the rights to the name to restore its historical legacy. Detroit Electric’s chief scientist, Frits van Breemen-Schneider, who invented the motor, said it was four to 12 times lighter than existing motors and had a much higher power-to-weight ratio.”

Albert Lam, CEO, Detroit Electric Article : West Australian (Page 62), 03 Sep 2008

Port of Albany – heartbeat of a town, a city and a region : “Albany has been the cornerstone of much of the modern history of WA and its port is no different. Until the turn of the 20th Century, Albany was the State’s primary commercial port. Situated on the north shore of Princess Royal harbour, the port today serves almost as a distribution funnel for the burgeoning agricultural region of the Great Southern. CBH has a major – and recently expanded – plant at the port for the grain harvests and the rapidly maturing timber industry is now a daily sight on local roads, all leading to the port. And cruise ships have become a diverse and vibrant part of the harbour’s bustling life.”

“Between November last year and this year, 14 of those ocean-going cities will have sailed into King George Sound – with hefty bookings until 2010. QE2 (*Queen Elizabeth II*) – the grand dame of them all – arrived on March 4 with the video watch-able around the world on You-Tube. In 2006-07, trade reached a new record of 3.5 million tonnes, driven by a 30% increase in the volume of woodchip exports. Add last year’s good regional harvest and this year’s potential bumper crop and that number can only go up. To demonstrate the international reach of Albany’s port, particularly since its latest incarnation as Australia’s largest woodchip port, the shipping industry introduced a new class of woodchip carrier – the Albanymax.”

“The first such vessel, the Albany Pioneer, visited the port on its maiden voyage from Japan on April 26 last year. It is expected woodchips will produce in excess of two million tonnes of exports annually for the Port of Albany by 2011. And the role of the port is clearly on an expansion curve. Iron ore, oil, gas and bulk products are all in the pipeline, along with a new log trade which started exporting in 2007. Planning is also well developed for exporting biomass fuel pellets and kaolin clay, exemplifying Albany port remains an imperative and capitalising force for the city and the Great Southern.”

America’s Great White Fleet Centenary Souvenir Feature Extract : Albany Advertiser (Wrap Page 4), 04 Sep 2008

Wanted – A party with vision : Lobby groups decry short election that left little time to explore important issues.

Wanted – A party with vision : “After almost eight years and three election campaigns, the promises keep coming thick and fast but many of the problems plaguing our health system are unchanged and the public is sick of waiting for remedies. Overcrowding in our big hospitals has deteriorated over the past eight years and is now the worst in Australia and hundreds of important medical appliances are dangerously dysfunctional and should be replaced. We also need improvement of services for those who live outside the metropolitan area by providing infrastructure and incentives to maintain our rural medical workforce. A new State government should work with the Federal government to promote better primary care, preventative medicine, indigenous health, and aged-care facilities. If either party can deliver a comprehensive policy addressing these issues they would get overwhelming support from voters as well as health-care professionals.”

Gary Geelhoed, President, Australian Medical Assoc. WA Extract : West Australian (Election 08 Page 9), 05 Sep 2008

Wanted – A party with vision : “This election campaign has not delivered a clear vision for the State for voters because too much focus has been given to funding initiatives in marginal seats. Perhaps the most important outcome from the election will be the eventual composition of the Legislative Council which will dictate the terms under which a winning party will be able to pass legislation. The Greens in particular will have a significant impact on the policy agenda for the State for the next four years.”

Peter Fitzpatrick, CEO, Motor Trade Assoc.. WA Extract : West Australian (Election 08 Page 9), 05 Sep 2008

Wanted – A party with vision : “Disappointingly, because of the short election campaign and recent changes in party leaders, agriculture has struggled to get many supportive and progressive policies from both major parties over the past month. On the eve of the election being called, Labor called for tenders for the Muchea saleyards. This drawn-out announcement was welcomed by industry. However, industry is looking for further commitment for the State’s regional saleyard strategy that would see money directed from the sale of the Midland saleyards to other regional sale facilities (including Mt. Barker). Much has been made by Liberal and Labor about education, health, and police, yet the detail has, unfortunately, been less forthcoming on how rural WA

will benefit. WA Farmers is pleased that some key issues it highlighted during the election have been addressed. But issues such as rising farm input costs, agricultural terms of trade, local climate change research and development, and the Department of Agriculture and Food funding appear to have been ignored.”

Mike Norton, President, WA Farmers Extract : West Australian (Election 08 Page 9), 05 Sep 2008

Wanted – A party with vision : “There have been worrying signs throughout the election campaign that WA’s political leaders take the State’s prosperity for granted. The State faces challenges, including chronic labour shortages, threats to energy security, high taxation and excessive regulation and red tape. These issues will have to be dealt with as a priority by the next State government. We need a government which understands and responds to the needs of business and industry, and which does not let ideology or special interest groups get in the way of sound policies to encourage investment and competition. During the campaign, CCIWA released the Strategies for Growth paper which sets out the action needed by the next State government to maximise economic growth and business investment, and make WA a better place to work and live.”

James Pearson, CEO, Chamber Commerce & Industry WA Extract : West Australian (Election 08 Page 9), 05 Sep 2008

Wanted – A party with vision : “The debate on significant policy areas has been somewhat light-on. Never-the-less, I am black and white on what this election means for workers and families. There is a deafening silence from the Liberals on industrial relations and rights at work. This should strike terror into the hearts of all of us knowing that the same strategy was used by the Federal Liberals before they imposed their much-discredited WorkChoices laws on us. On the positive side, Labor’s agenda has been to clearly say no to privatisation, contracting out and individual contracts. And there are good, new initiatives on solar power and renewable energies, with families being subsidised to generate their own power; significant investment in public transport; improved shared equity for first-home buyers and more assistance to pensioners. We think that’s a better way forward for families.”

Dave Robinson, Secretary, Unions WA Extract : West Australian (Election 08 Page 9), 05 Sep 2008

Wanted – A party with vision : “The campaigns of both the major parties have several things in common – no substance, no long-term vision for the State, and worse, a clear lack of leadership. The Property Council provided both parties with a clear, straight-forward, three-point plan that would assist in sustaining our economic performance and at the same time grasping the opportunity handed to us by such a strong economy. The issues were liberalisation of retail trading hours; development approvals made easy by introducing independent assessment panels; and capping land tax increases to the consumer price index. What have we heard on these vital business reforms is either confusion or an uninspiring collection of ramblings from both parties trying to score points through negativity.”

Joe Lenzo, Executive Director, Property Council WA Extract : West Australian (Election 08 Page 9), 05 Sep 2008

Wanted – A party with vision : “Polling demonstrates the environment is a high priority for voters, however, we have had to wait for the last days of the campaign before it has come to the fore. As can be expected, the Greens continue to offer a robust set of environment policies but their campaign has had limited cut-through in the media. The past few days has seen strong policies released by Labor to protect the Great Western Woodlands, establish marine reserves and to protect the Kimberley from ad-hoc industrial development. The policy on the woodlands alone represents a significant gain because it would create a conservation reserve system bigger than Tasmania. The Liberal Party has clearly struggled with the environment during this campaign, with its policies to support uranium mining and GM crops drawing heavy criticism from environment groups. There is no need for WA to take the risk of these dangerous industries at a time when we should be building clean and green industries.”

Piers Versteegen, Director, Conservation Council WA Extract : West Australian (Election 08 Page 9), 05 Sep 2008

Garnaut to unveil carbon cuts : “But the Australian Greens condemned any attempt to limit reductions in carbon emissions by using a per capita formula. We have to recognise that Australia has the highest per capita greenhouse gas emissions in the world, Senator Christine Milne said. And the rest of the world is not going to look very kindly if we start arguing that not only should we start from our high-level base but we should take population growth into account and so flat-line our efforts.”

Senator the Hon. Christine Milne, Greens Tasmania Extract : West Australian (Page 12), 05 Sep 2008

Welcome to the best little whorehouse in Western Australia – State Parliament : “State may lose iconic projects to fund the Nationals’ \$700m demand for regions; Labor, which axed disgraced John Bowler, may now accept his help to form government; Mr Bowler says he has been approached by the Liberals about being the Speaker; Nationals prepared to ditch some of their policies as part of any deal with major parties. Major iconic projects such as WA’s proposed outdoor stadium, the new museum at East Perth and the Ellenbrook railway line announced during the election campaign are under threat from the National Party’s demands that 25% of the State’s mining royalties be spent in country regions, Treasury sources warned yesterday. While the major parties scramble to meet the Nationals’ demands, The West Australian understands that the pledge will put enormous pressure on whoever eventually takes power to scrap at least one major project.”

Robert Taylor, The West Australian Newspaper Extract : West Australian (Page 1), 09 Sep 2008



America's Great White Fleet returns to Albany : USS Shoup DDG #86 Arleigh-Burke Class Destroyer, 10 Sep 2008

Following up – yes its all good – we just don't talk about the Albany Waterfront Project and Entertainment Centre, but that will all change when Peter Watson is no longer the Member for Albany (perhaps 2012), and eventually the Carpenter Labor Government will lose in Western Australia (they did on 15 Sep 2008), and the Rudd Labor Government eventually will lose in Australia (perhaps 2011, maybe sooner) – we shall fight them on the beaches and in the fields – we shall never surrender. Thank God the Americans, who know how to celebrate history and still exhibit some national pride, remembered the Great White Fleet 1908.

Bad election campaign? : “If I needed any further evidence of this State Labor Government's total lack of understanding of how its performance has been rated by the electorate, it was provided to me by their State President and three other sitting members in TV interviews amid the turmoil of Monday's reality shock. They all blamed the fact that the party ran a bad campaign. For heaven's sake, Labor Party, get it clear. An election campaign is nothing more than a sales pitch. The public is sick of sales pitches. You have been punished for your inept inactivity in providing sustainable, long-term solutions to issues like law and order, health, education and the provision of water, power and other key infrastructure facilities.”

“The fact that many of your foundation front bench has subsequently had to resign, or be dismissed as a consequence of corruption matters, is another minor issue which you should also consider in your election post-mortem. Bad election campaign indeed! You total inability for honest self-appraisal is staggering and just reinforces why you will now be dispatched to the opposition benches for the foreseeable future.”

Murray Martin, Warnbro Resident & Taxpayer Article : West Australian (Page 23), 12 Sep 2008

Defending the States – Federalism is a shambles ... but the best way to govern : “Almost single-handedly, the appalling rabble that is running the NSW Government has reignited the debate about the future of federalism. Public administration in that state is now so bad that reforming the Federation has taken on an air of urgency. Kevin Rudd is pushing hard for a new vision of cooperative federalism and academics are publishing entire law journals devoted to the question of how to fix the irrational allocation of responsibilities within the federation. There is much more important reason for retaining the states. At its root, federalism is all about dividing power. It is about hobbling politicians and preventing them from gaining too much authority over the lives of the people they are supposed to serve.”

“In geographically large nations – such as Australia, Canada and the United States of America – federalism also ensures that the democratic process does not become too remote from the people it is designed to serve. Does anyone really want Perth's bus timetables to become the ultimate responsibility of someone in Canberra? Federations, far more than unitary states, are systems of government that are profoundly distrustful of political power. They are, in other words, systems of government that are perfectly aligned with our national character and popular sentiment. Federalism and democracy are by no means the most efficient methods of running things, but they are the systems that have delivered more than a century of domestic peace and prosperity. The challenge for all levels of government is to make them work.”

Editorial : The Weekend Australian (Page 18), 13 Sep 2008

Time to get it right at the port : “Last week's visit by naval ships commemorating the 1908 Great White Fleet visit highlights Albany's essential character as a port. Albany's other qualities are often in the limelight as we focus on tourism, whale watching, Anzac connections, viticulture and so on. But our port activities are fundamental to our history, our current prosperity and our

future. The City of Albany council has no jurisdiction over the port, which is under State Government authority, but the Council is firmly committed to the continuing operations of the port. As part of discussions leading up to the waterfront project, we guaranteed 24-hour, seven-day freight access on city roads leading to the port.”

“We are committed to working with the Albany Port Authority on its plans for changes to port roads and we need to maintain a clear understanding of port operations and security requirements. A security dilemma can be seen in the visit of the USS Shoup, which created a strong desire for public access to commemorate part of Albany’s history and a need for strict security as the visit coincided with the September 11 anniversary. As the Port Authority balances access and security, the Council will seek ways to plan paths to or around the port to connect with Ellen Cove boardwalk and provide access routes for cruise ship passengers to the centre of town, via the pedestrian bridge.”

“I look forward to better solutions for cruise passengers. Albany can expect 11 cruise ships in the next season from November to March and the Queen Victoria will visit in February 2010. It is just six years until the centenary of the Anzac convoy’s departure and it is time to get it right at the waterfront and the port. A committee is looking at this next centenary celebration, which has the potential to be bigger than the Centenary of Federation. We might even consider a re-enactment of the Anzac Fleet assembly. I want to know the intentions of the Federal Government and the new State Government for this event and I want to ensure that Albany’s port plays a central role.”

Mayor Milton Evans, City of Albany Article : Albany Advertiser (Page 7), 18 Sep 2008

Following up – Mayor Milton Evans was formerly the Deputy Mayor of the City of Albany from 1999-2005 under Mayor Alison Goode; he represented the Yakamia Ward from 1999-2007; and was formerly a Councillor of the Shire of Albany prior to amalgamation with the Town.

Rudd unveils \$100m Carbon capture program : “The federal government will commit \$100 million a year to a Global Institute, based in Australia, aimed at accelerating the development of carbon capture and storage (CCS) technology. The government says the institute will pave the way for the commercial deployment of CCS across the world by the end of the next decade. The institute will help facilitate demonstration projects and identify and support necessary research, including regulatory settings and regulatory frameworks. The commitment is in addition to the government’s \$500 million national clean coal fund, announced in February last year. The Minerals Council of Australia welcomed the initiative, which reinforced the view that there could be no global solution to the challenge of climate change without clean coal technologies. The council said it was encouraged by the prospect that significant revenues generated from the proposed Emissions Trading Scheme would be channelled into the institute.”

“Australia is the world’s largest coal exporter so it is clearly in our interest to contribute to the commercialisation of clean coal technologies, and the earliest possible adoption of that technology in the fastest growing regions of the world, Minerals Council of Australia Chief Executive Officer Mitchell H Hooke said in a statement. The International Energy Agency expects global coal demand is expected to increase by 73 per cent by 2030, with China and India by that time to account for 60 per cent of total world coal demand, up from 45 per cent in 2005. Australia already has an active research effort underway for the deployment of CCS technology, led by the Commonwealth Scientific and Industrial Research Organisation and the Cooperative Research Centre for Greenhouse Gas Technologies.”

“A number of small-scale CCS demonstration projects have commenced at Australian power stations, the largest being the CO₂CRC Otway Basin project in Victoria. That project is one of the largest and most comprehensive geological storage projects in the world, and has already successfully sequestered 10,000 tonnes of CO₂ two kilometres underground. In WA, Chevron is investigating the feasibility of incorporating carbon capture and storage at its proposed Gorgon LNG project. Aspiring energy generator Aviva Corporation is also looking at the possibility of using CCS technology at its proposed \$1 billion 400 megawatt coal fired power station near Eneabba. Aviva has partnered with oil and gas producer ARC Energy Ltd to undertake a study on potentially burying CO₂ emissions underground in depleted oil and gas reservoirs in the North Perth Basin.”

Mitchell Hooke, CEO, Minerals Council of Australia e-News : WA Business News, 19 Sep 2008

Regional prices to soar under Emissions Trading Scheme : “The cost of living in regional and remote WA will skyrocket under the Rudd Government’s emissions trading scheme, airline Skywest has warned, as transport and freight prices climb. In its submission to the Federal Government’s Green Paper on the ETS, Skywest chief executive Paul Daff said although the company agreed with the broad outline of the scheme, there was a case for special compensation for people living in the most remote parts of the country. He said the price of aviation fuel would rise under the ETS, and that price would have to be passed on to customers, miners and passengers. This will result in an increase in mining input costs and in the cost of goods and services, particularly in remote and regional Australia.”

“Skywest would encourage the Government to appropriately compensate the people in remote and regional Australia for the higher costs, particularly given those consumers (who) have little option to substitute air travel for other modes of transportation. Mr Daff also used the company’s submission to ask for changes to airspace regulations governing the RAAF Pearce base, arguing restrictions on commercial aircraft flying through that airspace actually increased the greenhouse emissions of airlines. He said Skywest could cut its emissions by 1300 tonnes a year if it could use the airspace, while other airlines such as Qantas and Virgin would also make considerable savings on fuel and emissions. The Government must ensure that the RAAF and other departments do their part to contribute to an appropriate solution to carbon emissions reduction.”

Paul Daff, CEO, Skywest Airlines Article : West Australian (Page 17), 24 Sep 2008

State development vision hampered : “Urban infill was a key policy of the Carpenter government, outlined in the ‘Network City’ plan for a series of transit-oriented, high-density developments in Perth. But according to the property industry, it’s a vision that

has been severely hampered by the current planning approvals system, and the assessment role played by local government. During the state election campaign, both the Property Council of Australia (WA) and the Urban Development Institute of Australia (WA) called for independent developer assessment panels to assume control of planning approvals in local councils. Their argument was that a lack of expertise among councillors, along with vested interests, damaged the outcome of the planning process.”

“Recent cases of strong resident opposition to proposed high-density developments – notably in Dalkeith and Scarborough – have led those in the development industry to call for a new approvals model. At the end of the day, you’ve got to remove the end decision-making power [from] people who don’t have the expertise to deal with it, and introduce panels of experts who have studied this, Ibex Capital director Charlie Robertson said. Everyone’s been talking about urban consolidation but it’s just impossible to actually make that happen without cooperation and a major evolution in the planning system. At the [local council level] it just doesn’t happen, because no-one wants a five or six-storey block of apartments appearing in their backyard.”

“Models for independent project assessment and certification of building licences already exist in Victoria and New South Wales, which have resulted in faster processing times, according to the building industry. For Ibex’s Charlie Robertson, a simple valuation model would be the easiest method of determining which projects should be quarantined from local council approval. I don’t think it’s necessarily that difficult to look at a model that satisfies both industry and local residents. I think you have to set a threshold level where developments above a certain value are dealt with by expert panels and obviously the fees attaching to those developments are more than enough to pay for good, well-qualified professionals to actually assess those applications, Mr Robertson said.”

Charlie Robertson, Director, Ibex Capital Article : WA Business News (Page 25), 25 Sep 2008

State development vision hampered : “Match director Lloyd Clark believes reforms are also needed around the residential R-codes system, which dictates how many dwellings can be built on a given site. There’s still a belief that R60 is high density – what a joke. Unless you want to be living 40 to 50 kilometres [away] from the CBD, there has to be a fundamental shift [and] a whole review of the planning system. I think there is a genuine wide-market acceptance that we need higher density and more infill, but as long as it’s not ‘next door’; that’s our biggest issue at the moment. You’ve got to get rid of R codes altogether and adopt a building envelope policy, and allow developers to decide how many units they’ll get within that building envelope, not have it regulated by local councils.”

Lloyd Clark, Director, Match Developments Article : WA Business News (Page 25), 25 Sep 2008

State development vision hampered : “One of the frequently quoted examples in property circles of a project which was efficiently managed through the local council planning process is Mirvac’s Burswood peninsula – a group of seven apartment towers, ranging from 12 to 22 storeys in height. While the project had the advantage of not interrupting existing residents’ views, and was less controversial as a result, it was originally zoned for just five storeys. A decision by the Town of Victoria Park to create a design review panel to independently assess the project meant few design revisions, according to Mirvac WA chief executive Evan Campbell. We got ... 1,200 dwellings [approved] on a site that’s 17 hectares, and we’ve had unanimous approval in everything we’ve put through, to a point where council have actually given the officers delegated authority to deal with each development application, provided we stick with the structure plan, Mr Campbell said. He believes market acceptance for high-density development already exists in WA, demonstrated by the success of urban renewal projects on the CBD’s fringe. There are two examples that I think are world class – East Perth and Subiaco. That is urban consolidation at its best. There’s some of the best infrastructure anywhere in Australia – the footpaths, the streetscapes, the paths, the waterways. A lot of those lots are [200sqm].”

Evan Campbell, CEO, Mirvac (WA) Pty Ltd Article : WA Business News (Page 25), 25 Sep 2008

State development vision hampered : “While broad reforms in the approvals process have been called for, government efficiency and resourcing of agencies has been another major concern for businesses. A consequence of [staff shortages] has been delays in various planning approvals and rezoning, cedar Woods managing director Paul Sadleir said. It would be nice to think that part of the booty that’s flowing from the property industry could be redirected to see those agencies better staffed, and given some target times in terms of response, because for our industry holding costs are quite substantial.”

Paul Sadleir, Managing Director, Cedar Woods Pty Ltd Article : WA Business News (Page 25), 25 Sep 2008

State development vision hampered : “Part of the problem, according to developers, is that a multitude of government departments and agencies are involved in the planning process – including planning and infrastructure, water, environment and conservation – which creates delays. To me, one of the better contributions a state government can make is to have a whole-of-government approach to issues. One of the biggest difficulties we face on a day-to-day basis is there’s no consistency between the various government departments, and they all want to add on their bit in terms of cost, LWP Property Group managing director Danny Murphy said. {At Belmont Park racecourse}, the government agencies couldn’t agree such that you could maximise the dwelling yield from that site, so you end up with very much an under-built site ... where planning clashed with environment clashed with transport. You’ve got to have a government that’s committed to outcomes and brings all the departments along with them.”

Danny Murphy, Managing Director, LWP Property Group Article : WA Business News (Page 25), 25 Sep 2008

Chamber views – Fremantle development : “I would like to thank Dr Ian Alexander for his contribution in last week’s paper and felt it appropriate to use this opportunity to indicate the support of the Fremantle Chamber of Commerce for his point, if not for his tone and manner of expression (‘Circling Sharks’, MCH 20/09). Though I would prefer that public debate remain clear,

coherent, and fact-based, I respect that his hyperbole was a reflection of his genuine discomfort. The chamber agrees local planning should be the purview of the local community through its representatives, the council and officers of the City (of Fremantle). This assumes of course that the planning process operates in a balanced and efficient manner, with due process, and under the direction of a positive, forward-looking vision for the future of Fremantle. Without these elements, the future might be scary indeed, but one characterised by stagnation as opposed to the one Dr Alexander has attempted to portray. As the largest and most broadly representative community organisation in Fremantle, the chamber is consulting with stakeholders at every level to help resolve a vision and create a positive framework for future planning. We believe in Fremantle; we believe in its potential; and we believe the community can rise to the challenge and articulate a vision of vibrancy and prosperity for our children, and our children's children. It is time to look to the future, as well as pay respect to the glories of our past."

Peter Nolin, CEO, Fremantle Chamber of Commerce Article : Melville City Herald (Page 6), 27 Sep 2008

COAG fast-tracks infrastructure projects : "Australia's political leaders have moved to fast-track big-ticket infrastructure spending to help shield the economy from continuing global financial turmoil. Prime Minister Kevin Rudd met with state and territory leaders in Perth today, where he agreed to speed up a federal audit of the country's infrastructure needs. We believe this is important because of the outstanding infrastructure needs of our nation, both in our cities and our rural and regional areas, Mr Rudd said after the Council of Australian Governments (COAG) meeting. And we intend to get on with the job."

The Hon. Kevin Rudd MHR, Prime Minister of Australia e-News : WA Business News, 02 Oct 2008

COAG fast-tracks infrastructure projects : "Infrastructure Australia will now present its audit and priority list by December, a move applauded by Victorian Premier John Brumby. That commitment will enable the Commonwealth and the States to work together to bring major infrastructure projects on line earlier than would otherwise have been the case, Mr Brumby said. COAG also agreed on a timeline to put in place nationally consistent guidelines for public-private partnerships."

The Hon. John Brumby MLA, Premier of Victoria e-News : WA Business News, 02 Oct 2008

COAG fast-tracks infrastructure projects : "South Australian Premier Mike Rann, who has attended COAG meetings for more than six years, said the previous Howard government wasn't in the game of infrastructure. We welcome the fact that we're going to get a report by the end of this year so that we can get cracking Mr Rann told reporters. It's in stark contrast to what we've had over the last six and a half years, the last 12 years, where infrastructure couldn't even be discussed. The federal government promised in this year's budget to set up a \$20 billion Building Australia Fund to help pay for big infrastructure projects. During their meeting, the leaders also acknowledged the nation could not fully insulate itself from the global financial crisis, and that a prolonged downturn could seriously affect the economy."

The Hon. Mike Rann MLA, Premier of South Australia e-News : WA Business News, 02 Oct 2008

WA's risky status no surprise : "The state's ranking as the nation's riskiest territory for mining investment comes as 'no surprise', the Chamber of Minerals and Energy (CME) said. In a survey by publication 'RESOURCE STOCKS', Western Australia was ranked behind other states and territories, with companies increasingly frustrated by issues such as land access, green and red tape, land claims and labour relations. WA was ranked 12, while South Australia came in second place and the Northern Territory was ranked number 5. New South Wales came in at sixth, Tasmania ranked seventh, Queensland came in at 10 and Victoria was 11. The rankings are out of 74 countries and regions."

"CME chief executive Reg Howard-Smith said, while WA's ranking comes as no surprise, it reinforced the need for 'deep approvals reform' in the state. This is an opportunity for the new State Government to demonstrate strong leadership and prioritise the deep approvals reforms needed to streamline exploration and development approvals. The CME continues to advocate for a risk-based approach, reducing duplication of approvals at state and national level and ensuring state government agencies are well resourced to manage these issues. This approvals reform is necessary to underpin future investment in exploration and development that will guarantee the future prosperity of the State."

Reg Howard-Smith, Chief Executive, WA Chamber of Minerals & Energy e-News : WA Business News, 07 Oct 2008

Obituary – Heritage chief and vigneron : "Gerry Gauntlett possessed a rare but priceless quality; persuasiveness. His gentlemanly demeanour belied a steely resolve to get things done, making him an effective and astute leader in public and private life. Gerry was in the property business all his working life, first as a public service valuer and then in real estate where he finished in 1996 as managing director of the WA branch of international agents Knight Frank. Such was the esteem in which he was held that, even as a septuagenarian who unwittingly did not have long to live, he held leadership roles at both ends of his profession. As chairman of the Heritage Council of WA, he helped preserve interesting old buildings, and as inaugural chairman of the Armadale Redevelopment Authority (ARA), he oversaw new urban development."

"Heritage Council acting director Stephen Carrick said an annual award would be created in memory of Gerry's 15-year association with the council. Gerry was a truly wonderful man, with a tremendous spirit, unquestionable integrity and. Of course, a great sense of humour. Kay Hallahan, a former (Labor) State planning minister and deputy chairwoman of the ARA, said Gerry had all the best attributes of leadership. He looked for a harmonious way of finding resolutions to the most complex of problems. Gerry's strong social conscience had directed the ARA which was set up by former planning and infrastructure minister Alannah MacTiernan (and still State Member for Armadale). I was looking for someone who had connections with the big end of town and had the social conscience to put a place like Armadale on the map and had the social agenda to boost the quality of life, Ms MacTiernan said. He was the perfect person for the job, commercially savvy and with a great compassion and an interest that transcended making money."

Gerry Gauntlett, Past-Chairman, Heritage Council of Western Australia e-News : WA Business News, 07 Oct 2008

Following up – Gerry Gauntlett served with Patric de Villiers, another past-Chairman of the Heritage Council of Western Australia, and together with several other prominent members of the built environment community of Perth (sic. Western Australia), declined to be briefed on the Rainbow 2000[®] Project when advised – unlike the independent National Trust of Western Australia.

Public transport booms as commuters ditch cars : “Australia is undergoing an unprecedented public transport explosion as commuters respond to spiralling petrol prices and climate change fears by ditching cars in favour of trains, buses, trams and ferries. Figures prepared exclusively for the West Australian by the federal Department of Infrastructure show that in every big city except Sydney, public transport use has doubled or tripled the population growth over the past five years. The surge has seen a near 25.0% jump in train use over the past 10 years, a 35.2% rise in tram and light rail passengers and a 32.2% lift in commuters taking ferries to work. Bus trips rose by only 5.8% from 1997 to 2007 nationally but surged 42.4% in Perth.”

“The figures provoked renewed calls for the Rudd Government to use a sizeable chunk of its \$20 billion Building Australia Fund on new public transport projects, with WA sustainability expert and Infrastructure Australia board member Professor Peter Newman declaring Australia was on the verge of a train and tram renaissance not seen since the 1940s. Infrastructure Minister Anthony Albanese said the figures confirmed that Federal investment in public transport was central to tackling climate change, especially at a time of high petrol prices. Perth saw a 39.6% rise in patronage in the 10 years to 2007 – second only to Brisbane and more than twice the national average.”

“In this decade, it’s (*Perth or Australia?*) population grew by 18%. Much of this patronage growth occurred in the past five years when it grew by 19.2% and when petrol prices spiked with oil more than quadrupling from US\$18 a barrel at the start of 2002 to US\$88 at the end of last year. These figures do not include the surge from the Mandurah train line which, according to WA Government figures, accounted for a 7.8% increase in public transport take-up in the 12 months to June. Professor Newman said the figures pointed to Australia entering a new era in which commuters became less reliant on cars. The growth in car usage has got to the point where cities like Sydney have become dysfunctional, he said.”

Professor Peter Newman, Board Member, Infrastructure Australia Extract : West Australian (Page 18), 10 Oct 2008

Planning Instruments of Western Australia : “The reality is that the State Planning Strategy is now more than ten years old, and sadly in need of review given significant changes in key issues. While the new legislation clearly provides for cooperative regional planning, of the ten recognised regions of Western Australia, only three have statutory region schemes, and there are glaring omissions for the Gascoyne, Goldfields, Great Southern, Kimberley, Mid-West, Pilbara, South-West and Wheatbelt regions (*the resources regions*). The average age of Local Planning Schemes across Western Australia is now more than 10 years, and the statistics get worse when you isolate the averages for those councils in the various regions mentioned (particularly rural and remote areas). It is professionally embarrassing when you know that some local authorities have never had a District (ie. Municipality) Town Planning Scheme during the life of the WA Town Planning & Development Act 1928 – local authorities such as the Shires of Derby-West Kimberley, Murchison, Ngaanyatjaraku, Nungarin, Trayning, Upper Gascoyne, Westonia, and Wyndham-East Kimberley.”

Neil Smithson, Managing Director, Smithson Planning Report : 10 Oct 2008



Bill Leak, Cartoonist (wishing you a speedy recovery) Cartoon : The Australian (Page 16), 11 Oct 2008

Buzz on waterfront : “After years of inaction, discussion and slow progress, Albany’s waterfront is now a hive of activity. Work is proceeding apace on the Anzac Peace Park and the construction contractors are moving onto the entertainment centre site. Recently we had reports of (*marine*) survey work being carried out for the marina part of the waterfront project, and we are awaiting final approval of the marina construction (*WA Environmental Protection Authority*). This is an exciting time. The hard part will be waiting until everything is in place. Albany’s Waterfront Project will then speak for itself. Our new entertainment centre will create a dazzling impression and the public art on its own will have a ‘wow’ factor. I think back to the last performance here by the WA Symphony Orchestra, which was at the Albany Leisure & Aquatic Centre. I look forward to seeing the orchestra in a new venue worthy of their stature.”

“Other sectors of the community will be looking forward to attending shows by their favourite artists and performers in theatre, comedy, music and dance. Albany’s entertainment centre will be a drawcard for the entire region. We have a dire need for this new venue and it is something we have to do for our future generations. We have had to tell organisers of conferences who want to bring their events here that they should delay for a couple of years because we do not yet have the appropriate venue. The benefits will be immense when we have the entertainment centre, and I don’t think it will be the white elephant some people assume. This year there has been a consensus in the council to get on and do the entertainment centre project. Ultimately, I believe Albany will be proud of the entire development and the Council is doing all it can to make the waterfront a showcase area that will do justice to Albany’s past and its future.”

Mayor Milton Evans, City of Albany Article : Albany Advertiser (Page 4), 16 Oct 2008

700,000 homes at sea rise risk : “More than 700,000 Australian homes could be flooded by rising sea levels and up to \$150 billion worth of homes, property and infrastructure were at risk, the Federal Department of Climate Change told a parliamentary inquiry yesterday. Nearly all Australians would be affected – 80% of the Australian population lives in the coastal zone, and approximately 711,000 addresses are within three kilometres of the coast and less than six metres above sea level, the department said in a submission to the inquiry into the effects of climate change on coastal settlements. The Intergovernmental Panel on Climate Change has predicted that sea levels could rise between 0.18m and 0.59m over the next 100 years. The department said that even a small rise would dramatically change Australia’s coastline. It is estimated that erodible coasts will recede one metre for every one centimetre rise in sea level, the report said. Storm surges will exacerbate coastal erosion.”

“Other scientists say the sea could rise metres in the next century. The director of the Fenner School of Environment and Society at the Australian national University, Professor Will Steffen, told the inquiry there was huge uncertainty among scientists about the rate of sea level rise and ‘the science ... has progressed significantly since the publication of the IPCC (report) last year’. The observed rate of sea-level rise is tracking at or near the upper limits of the envelope of IPCC projections. With no further changes in the rate of sea level rise, this would suggest that sea levels in 2100 would be 0.75m to one metre above the 2000 levels. However, there was further uncertainty over the loss of polar ice sheets, particularly Greenland, which was melting rapidly. The concern is that a threshold may soon be passed beyond which we’ll be committed to losing most or all of the Greenland ice sheet.

This would lead to 6.0m of sea level rise (with enormous implications for Australia), although the time frame required to lose this amount of ice is highly uncertain, ranging from a century to a millennium or more.”

“Insurance Australia Group actuary Tony Coleman said preliminary estimates of the value of property, homes, businesses and public infrastructure vulnerable to sea inundation ranged from \$50 billion to \$150 billion. The figure depends upon the extent of sea-level rise assumed and the effectiveness or otherwise of potential mitigation measures.”

Professor Will Steffen, Australian National University Article : West Australian (Page 18), 17 Oct 2008

Following up – The fact remains that the Federal Parliament of the Commonwealth of Australia (Politicians all, some of who are scientists) acting on the advice of commonwealth environmental agencies, in association with several other international authorities and governments, has formerly recognised the production of Greenhouse Gas Emissions (GGEs), and attributed same in some measure to contributing to global warming through largely physical evidence expressed as the melting of ice-sheets in the Arctic and Antarctic hemispheres.

Following up – Changes in sea levels are by no means uniformly experienced around the globe at varying latitudes / longitudes, and generally relate to extremes of lunar and meteorological events. Of course, it could prove to be the biggest environmental hoax of all-time, in which case, it will do irreparable damage to the profession and credibility of science – the question is can we afford to accept that risk on behalf of future generations? In comparison, I believe that Peak Oil & Gas will have a far greater impact on the global community in the next two decades, including the restriction of activities associated with the production of GGEs.

Debate rages over WA regional funding : “The state’s royalties for regions policy remained in the spotlight today as questions arise over the interpretation of the election pledge that underpins the Liberal-National government. Today Premier Colin Barnett restated there was no disagreement between his and Nationals leader Brendon Grylls’ interpretation of the policy, where the Liberal Party promised to set aside 25 per cent of mining royalties for regional areas. The clash centres on whether the 25 per cent of revenue from royalties includes forward estimates, or budgeted amounts, from the previous Labor government. At the end of the day we will honour the royalties for regions program, Mr Barnett said today. Twenty five per cent of mining royalties will be spent in country areas, over and above what would otherwise happen.”

“The Premier refused to say whether funding allocated in the forward estimates will be included in the royalties policy, saying he will not commit to previous Labor programs. As part of the Nationals election campaign, Mr Grylls pledged that 25 per cent of royalties for regional projects will be over and above existing and budgeted expenditure. Mr Barnett rejected claims that he misled Mr Grylls in the Liberals’ courting of the Nationals in the week after the election, despite a letter from the Premier to the Nationals leader last month that indicates otherwise. The projects and expenditure will be over and above those currently funded in the regions by State Government..., Mr Barnett said in a letter dated September 12. Today Mr Barnett said he believes his and Mr Grylls’ interpretation of the funding program is similar.”

“Shadow Minister for Regional Development Alannah MacTiernan is calling for the Liberals to honour the written offer. This so-called alliance government has clearly been built on a very shaky foundation. It is now clear the three most senior figures in Cabinet do not agree on the essence of the offer or what is going to be delivered to Western Australians living in the regions. Ms MacTiernan said it was unacceptable that Mr Barnett, Mr Buswell and Mr Grylls were contradicting each other and contradicting themselves on a daily basis. There has been weeks of confusion over what the royalties for regions scheme will actually deliver. It’s a case of different day, different deal, Ms MacTiernan said. Either this is complete incompetence or complete arrogance.”

Hon. Alannah MacTiernan MLA, Shadow Minister for Infrastructure e-News : WA Business News, 20 Oct 2008

Following up – This from the former Minister for Planning & Infrastructure under the Gallop and then Carpenter Labor State governments, who refused to be briefed on the Rainbow 2000® Project, and presided over the systemic failure of strategic planning for state, regional and local governance – now this would funny if it weren’t tragic for Australian industry and international relations.

Share the wealth or secession movement will thrive : “The case for a revitalised secessionist movement in WA will be strengthened if the Commonwealth continue to exploit the State’s resource-rich economy and fails to share the prosperity evenly, former premier Richard Court said yesterday. In a rare public address since leaving politics in 2001, Mr Court said WA’s booming economy, which accounted for 35% of the nation’s export income, had been used to strengthen the ‘financial muscle growing in Canberra.’ Quoting former Liberal prime minister Alfred Deakin (1903-04, 1905-08, & 1909-10), who declared that the States were ‘financially bound to the chariot wheels of the Commonwealth’, Mr Court said it was critical that no one level of government within our federation has too much power.”

“If the current path of our Federation continues, in the year 2020 Western Australia will be receiving just a 5% share of what is being redistributed by the Commonwealth Grants Commission with over 10% of the population. We will be penalised for our success. The time has now come for there to be a re-assessment of the formula by which the Grants Commission distributes funds to the States. A new assessment of the special requirements in such a large State that has the runs on the board in delivering economic success to our national economy is long overdue. Mr Court said he was not advocating secession but warned the case for the movement could strengthen if financial imbalance between the States and Commonwealth continued.”

Hon. Richard Court AC Extract : West Australian (Page 7), 23 Oct 2008

MacTiernan puzzled by Oakajee funds plan : “I am very happy that (Premier) Colin Barnett has gone into bat for the port at Oakajee. I believe that (Australian) infrastructure should never become the property of foreign countries. This was about to happen under (the Carpenter State) Labor government with the Chinese Government being the major stakeholder. Geraldton has waited many years to have a decent port installed but previous governments have stalled that decision. We have a ‘micky mouse’ port (as described by the Hon. Wilson Tuckey, O’Connor MHR) in Geraldton that can only handle small shipping. Well done Colin and not before time. This will open up the Mid-West and encourage further investment in this region producing royalties for the State over a long period of time, something the Mandurah Rail will never do.”

Kevin Giudice, Geraldton Advocate, Resident & Taxpayer e-News : WA Business News, 30 Oct 2008

Following up – Elected in 1980 & re-elected in 2007 for an 11th term, Wilson Tuckey MHR enjoys one of the longest parliamentary careers in Australian political history (the Rt. Hon. William Morris Hughes MHR, CH, KC, West Sydney 1901-1952, Prime Minister 1915-1923). That career could be broken at the next Federal election following boundary adjustments that split the O'Connor and Kalgoorlie electorates.

Oakajee group says Barnett's \$300m not needed to fund \$1.6b port : "Questions are mounting over Colin Barnett's decision to spend \$300 million on a port near Geraldton after the local company which offered to pay for it confirmed yesterday it would have no trouble raising the money. Oakajee Port and Rail boss Chris Eves rejected suggestions the \$1.6 billion port would not go ahead without the federal and State governments taking over at least part of the work. Market speculation has cast doubt on OPR's ability to fund the port works in the current economic climate and Mr Barnett asked the Federal Government to jointly fund common-user infrastructure at a cost of \$650 million despite OPR agreeing to bear the full cost under its agreement with the previous (Carpenter Labor) State Government. The timeline is not affected by the involvement of the federal and State governments, Mr Eves said. The bankable feasibility studies are due to be completed in 2009 with financial close and the start of construction in 2010 – completion of construction is estimated to be in 2013."

Chris Eves, CEO, Oakajee Port & Rail Pty Ltd Extract : West Australian (Page 1), 31 Oct 2008

Oakajee group says Barnett's \$300m not needed to fund \$1.6b port : "OPR's integrated port and rail project is financially robust and is underpinned by strong backing from Murchison (iron ore company), Mitsubishi (Japanese corporation), and the consortium of leading Australian, Japanese and international banks. The project economics remain robust and we don't anticipate any difficulties when we look to close the funding in 2010. Shadow infrastructure minister Alannah MacTiernan has questioned why the Government would buy into the project after OPR committed to building it and giving the common-user infrastructure to Geraldton Port Authority for free. But Mr Barnett said this week the Government involvement would ensure the port was built in a timely way. The Government is also believed to see the port as an exit point for uranium and agricultural products."

Hon. Alannah MacTiernan MLA, Shadow Minister for Infrastructure Extract : West Australian (Page 1), 31 Oct 2008

Oakajee group says Barnett's \$300m not needed to fund \$1.6b port : "Geraldton Iron Ore Alliance chief (executive) Rob Jefferies said yesterday the Mid-West iron ore industry was still viable despite the economic downturn. Mr Jefferies represents eight iron ore hopefuls in the region, including Murchison Metals, a partner in OPR. He said all the hopefuls, including Midwest Corporation, whose majority shareholder Sinosteel formed Yilgarn Infrastructure to bid for the port, were going ahead with plans to mine. It's not today's iron ore prices but the projected prices when they actually get up and operating and we've got joint venture and partnership agreements in a number of cases which are a significantly different relationship between supplier and customer than in other areas, Mr Jefferies said. He said the Oakajee port would underpin the industry in the Mid-West (Region) but miners were using Geraldton (port) and could continue to in the short to medium term. Yilgarn Infrastructure also welcomed Mr Barnett's intervention, saying it gave producers and other infrastructure providers confidence the port would go ahead. Yilgarn boss John Saunders said the Government intervention in the port development would give further confidence to its backers to develop rail lines to foundation customers Midwest Corporation and Gold West Resources."

Cr Robert Jefferies, CEO, Geraldton Iron Ore Alliance Extract : West Australian (Page 1), 31 Oct 2008

Following up – This is almost exactly the same funding arrangement proposed for the Albany Port Corporation and the seaport relocation strategy espoused under the Rainbow 2000[®] Project – and we could suggest that Geraldton's airport be included in the model, and further cement the relationship and confidence between local, state, federal government, private enterprise and international equity investment – and that really would be a powerful corporate alliance for the strategic development of the State Government of Batavia.

Conflict forces Minister to sit out LNG debate : "Environment Minister Donna Faragher has a conflict of interest which bars her from dealing with one of the most important aspects of her portfolio because her husband works for LNG giant Woodside (Petroleum). The situation means Mrs Faragher will not be handling environmental issues surrounding the choice of site for the LNG hub in the Kimberley (region), described as the biggest single environmental issue facing Western Australia. Planning Minister John Day is handling the issue in her place. But environmentalists said the environment minister's job should have been given to someone without such a conflict (specific or general – Day or Faragher?)."

"Wilderness Society director Peter Robertson said yesterday, it seems like an extraordinary situation. From an environmental point of view, we would want a minister who can make decisions across the board. Mr Robertson said environmental groups were not happy at having their concerns dealt with by the planning minister. The planning minister has his own agenda, and often that is in conflict with the environment. The planning department is often a proponent of major developments that we would be opposed to. Conservation Council of WA director Piers Verstegen said the situation was not completely ideal, though he did not criticise the handling of Mrs Faragher's position."

Peter Robertson, Director, Wilderness Society Extract : West Australian (Page 11), 04 Nov 2008

Following up – This is why some environmentalists will never acknowledge economy or sociology in the decision-making process as being of equal weight to that of ecology in the political assessment process – and why the WA Planning & Environmental legislation needs to be rewritten in unison to promote integrated sustainable development for the future – otherwise it's the State Government of Manypeaks.

CEO appointment plans in disarray : "Plans to confirm the new City of Albany Chief Executive Officer were thrown into disarray yesterday. The Albany City Council was to meet behind closed doors last night to consider a recommendation for the appointment of a new CEO. A panel including Mayor Milton Evans and four councillors met in Perth last week to interview six short-listed candidates from around Australia. They had recommended Ravensthorpe CEO Paul Richards be appointed to the \$250,000 per annum posting. The plan was derailed yesterday when independent enquiries raised doubts about Mr Richards'

suitability. Mr Richards resigned as the Superintendent of the WA Police's State Intelligence Division in February 2008 – he had been in that role for 15 months."

"Mr Richards previously had a lengthy and distinguished career in Britain. Mr Richards took up the three-year contract at the Shire of Ravensthorpe in April 2008, but his tenure has been marked by a long list of staff resignations. The *Weekender* understands, as many as 16 of the Shire's staff of about 30 have resigned. He had been granted leave of absence to pursue the Albany role. Ravensthorpe Deputy Shire President Don Lansdown said Mr Richards had signalled his intention to look further afield. To my knowledge he had mentioned he was looking around, but I wasn't aware of where he was going, Cr Lansdown said. We've had some problems because he wasn't from local government. He had to learn and pick up on the local government way of doing things."

"It is understood Mr Richards was second choice for the position, but the preferred Victorian candidate passed up the Albany role. Albany City Councillors were preparing counter-motions yesterday to have any appointment delayed. My intention would be to get this motion delayed until we do some more reference checks, said Cr Daniel Wiseman. This is the most important job in Albany, so it's best that we make sure we get the right candidate. Albany Chamber of Commerce CEO Graham Harvey urged the City to take more time to find a new CEO to replace Andrew Hammond who left to take up a role (CEO) with the City of Rockingham. At this time in Albany's history, it is crucial that the City takes the necessary time to appoint the right person for this extremely important role, Mr Harvey said. The person would need to have extensive local government experience and commercial experience – a person of leadership and vision. Albany's future is too important to put at risk."

"Mayor Milton Evans was angry the decision-making process had been compromised. At considerable expense, we have employed Nicholas Crawley from Beilbey's (*Beilby Executive Recruitment*) to facilitate this recruitment process, he said. The reference and cross-reference process is sound. This man (*Paul Richards?*) sets foot into Albany and is already fighting a rear-guard action because people can't abide by the process."

Mayor Milton Evans, City of Albany Extract : AGS Weekender (Page 1), 06 Nov 2008

Following up – Beilby knows people: finding the right person, first time, every time. We are so confident in our ability to achieve outstanding results that we provide a two-year candidate performance guarantee for all executive placements that use our full assignment-based recruitment process. As a mandatory part of the process, exhaustive reference checks are conducted. These aim to identify reasons why candidates should be eliminated from consideration, rather than justification for giving them the job.

Albany – the cradle of WA media : "The announcement at the weekend of Yasmine Phillips as the WA best Newcomer in the 2008 Media Awards was the latest in a series of successes for journalists trained at the *Albany Advertiser*. Now a member of the West's political news team, Phillips was commended for 'great maturity' in her work, admirable persistence, and her wide talent in writing in different styles for news and feature reporting. Speaking after her win, Phillips said she owed the successful start to her career to the solid training she had received as a cadet at the *Albany Advertiser*. I recall my time at the *Advertiser* with great pleasure and with gratitude for the diversity of my work, the thoroughness of my training and the willingness of the community to work with the paper's editorial staff to deliver key messages, Phillips said. Other cadets who worked with Phillips include Paul Mole, now managing editor and general manager of the *Countryman* in Perth, and Conrad Natoli, now working as media liaison officer in the Federal government (*not mentioning Paige Taylor, The Australian; Craig Smart, ABC News Perth; Dawn Gibson, Belle Taylor, Sue-Ellen Jerrard and Susan Hewitt, all The West Australian*)."

"Samantha Beech also worked with them and is now the Perth-based senior reporter and a producer with *GWN* news. Rhianna King also preceded Phillips as a political reporter at *The West*, served in the Canberra Press Gallery and is now travelling overseas. Matt Price, who died last November at the age of 46, spent his early news-room days at the *Albany Advertiser* and went on to a distinguished career which ended at *The Australian*. And, of course, former Premier Alan Carpenter got his start as a cadet in Albany (*at the Advertiser*) before making a name for himself on the *7.30 Report* with the ABC and then entering politics. From its headquarters in York Street (Albany), the *Albany Advertiser* manages the *Kimberley Echo* in Kununurra; the *Broome Advertiser*; the *North West Telegraph* in Port Hedland; the *Pilbara News* in Karratha; the *Northern Guardian* in Carnarvon; the *Narrogin Observer*; the *Great Southern Herald* in Katanning; the *Countryman* in Perth; and is editorial adviser to the *Geraldton Guardian* and 2008 award-winning *Busselton Dunsborough Times*."

Andrew Mole, Managing Editor, Albany Advertiser Article : Albany Advertiser (Page 2), 13 Nov 2008

Following up – Denise Smithson, Managing Director of Smithson Media, and formerly Editor / Acting Editor / Deputy Editor / Sub-Editor, of the Albany Advertiser (1997-2008).

Following up – In January 2010, the City of Albany determined that the further services of Mr Robert Fenn FPIA, Executive Director Development Services, would not be required after 30 June 2010 – at the same time, West Australian Newspapers decided that Mr Andrew Mole's services were also no longer required.

It's official – ban lifted : "The Liberal-National Government has formally lifted the ban on uranium mining in Western Australia. Premier Colin Barnett said following cabinet approval today, mining leases would be granted for all minerals including uranium, unlocking tens of millions of dollars in royalties revenue, employment opportunities and allowing the state to play a greater role in the fight against climate change. Since the Gallop Labor Government imposed its administrative ban on uranium mining in June 2002, 1,475 mining leases had been granted but uranium had been excluded. The ban was nonsensical, Mr Barnett said. WA prides itself as a world leader in mining, yet an outmoded and philosophical objection to uranium mining was put in place, denying the State a significant economic opportunity."

"The sale of WA uranium to countries under the Nuclear Non-Proliferation Treaty for power generation will also allow WA to play a greater role in combating climate change. Nuclear energy is the only large-scale and commercially viable option for

producing electricity without at the same time producing massive amounts of greenhouse gases. WA does not have a need for nuclear power, but many developing countries do. If a serious effort is to be made to reduce greenhouse gas emissions and the heavy reliance on fossil fuels, we must allow the development of nuclear technologies. Major uranium projects will almost certainly be subject to State Agreements Acts, meaning they will be dealt with by the Premier as the Minister for State Development.”

“The mining of uranium will be subject to strict safety and security provisions including :

- ❖ Meeting all the necessary international safeguards in relation to the safe and peaceful use of uranium resources
- ❖ That environmental approvals are obtained in relation to the mining of uranium and the transport of uranium oxide
- ❖ Ensuring a safe workplace for all employees involved in the mining and the transport of uranium oxide.”

“The Premier said these provisions were fair, balanced and in accord with international standards. WA is a State more than any other in the federation that has been built on our resources sector, he said. The reality is that major new resource developments in our State have been driven by vision, planning and hard work of the Brand and successive Court Liberal Governments. Today, the Liberal-National Government continues that vision. Mr Barnett was keen to address the scare tactics used by Labor during the election campaign which stated that allowing uranium mining would commit WA to receiving nuclear waste. At the time of the last Liberal government in 1999, the Nuclear Waste Storage (Prohibition) Act was passed through parliament which actually banned nuclear waste being dumped in WA, he said.”

“The Bill prohibits the construction of a nuclear waste storage facility. Nuclear waste is defined as unwanted radioactive material derived from the operations of a nuclear reactor, nuclear weapons facility, nuclear reprocessing plant or isotope enrichment plant except for nuclear waste generated in Australia or material that has been used under licence for scientific, industrial or medical purposes in accordance with the provisions of the Radiation Safety Act 1975. Australia has 28 per cent of the world's known uranium reserves (the largest of any nation) and produces 22 per cent of world uranium - second only to Canada (29 per cent). Uranium deposits in WA can be found from as far afield as the Kimberley region in the North-West to the Goldfields east of Kalgoorlie. There are about 25 known uranium deposits (*in Western Australia*), with Yeelirrie and Kintyre being the best known, the Premier said. These deposits may yield anywhere between 4,100 tonnes and 52,000 tonnes. However, we do not yet understand the true extent of these deposits.”

Hon. Colin Barnett MLA, Premier of Western Australia e-News : WA Business News, 17 Nov 2008

Mining industry working group announced : “Mines and Petroleum Minister Norman Moore has announced the formation of a 12-member industry working group, chaired by former (*State*) Resources Minister Peter Jones, to advise on ways to improve the state's exploration and development approvals process. The group's member list reads like a who's who of mining and resources in Western Australia. Deputy chairman *the Hon. John Bowler MLA*, the current member for Kalgoorlie and former Mines Minister (*and Minister for the Great Southern*), will be joined by members of the mining and resources fraternity including representatives from major players like Apache Energy, BHP Billiton and The Griffin Group.”

“Joining Mr Jones and Mr Bowler is Apache Energy's government and public affairs manager, David Parker, formerly a director with The Chamber of Minerals and Energy (CME) for six years, until he left the position in June this year. BHP Billiton's vice-president government affairs, Ian Fletcher is also part of the government committee. He previously spent time as a Chief-of-Staff to former Premier Richard Court. Noel Ashcroft, chief executive government relations and market development for The Griffin Group is in the newly-formed group. Mr Ashcroft previously served as Western Australia's Agent General to the European Union, a role in maintaining and promoting business, government and cultural ties with Europe, as well as a stint at the Department of Industry and Resources.”

“Another former member of the CME's executive committee, former chief executive Tim Shanahan, is also part of the group. Mr Shanahan was appointed as the inaugural director Energy and Minerals Initiative at The University of Western Australia in November 2007. Richard Ellis, a former staffer for *Premier* Colin Barnett and director (WA) of the Australian Petroleum Production & Exploration Association is on board, as is Derek Carew-Hopkins. As the Director-General of the Department of Environment, Mr Carew-Hopkins had responsibility for a diverse range of environmental and water related regulation, assessment and investigation. He left government in 2006.”

“Mr Moore said the group will review the current approval processes that all proponents of exploration, mining and petroleum projects in WA must undertake before starting operations. This new working group consists of a number of prominent Western Australians with a broad knowledge of the minerals and petroleum industry and of industry concerns about WA as a place to do business, Mr Moore said. I have established the group to provide strategic advice about the best way for the State Government to make WA's approvals processes more efficient and more welcoming for exploration and development activity.”

Hon. Norman Moore MLC, Minister for Mines & Petroleum e-News : WA Business News, 17 Nov 2008

Following up – following the Keating Major Projects Review (2001), the Templeman EPA Review (2008), and the Hawke EPBC Review (2008), this resources development review group comprises Peter Jones (chair, South-West CC), John Bowler (deputy chair, MLA), Derek Carew Hopkins (DoE), Mark Gregory (Minter Ellison), David Parker (Apache), Richard Ellis (APPEA), Ian Wight-Pickin (Peel Harvey CC), Ian Fletcher (BHP Billiton), Tim Shanahan (UWA), Chris Clegg (STAS), Doug Koonitz (AquaTerra), Noel Ashcroft (Griffin Group).

Appoint administrator to run state : “Kevin Rudd has been urged to treat New South Wales like a local council and appoint an administrator to fix its economic mess, after incompetent management by Labor Premier Nathan Rees and his ministers. Influential business leader Heather Ridout said yesterday the NSW economy was lagging so badly it had become a national issue

that needed separate attention. Ms Ridout, chief executive officer of the Australian Industry Group, urged the Prime Minister to take NSW out of normal federal-state funding arrangements and provide an extra burst of investment to encourage growth. I think Kevin Rudd needs to take NSW aside from the (Council of Australian Governments - COAG) process and work out what we need to fix this state, and what conditions need to be put on it, Ms Ridout said. A bit like an administrator going into a local council and saying, let's have a look at the books, let's have a really good look at what's going on here and fix it."

"Mr Rees was quick to hit back, telling the business chief to butt out. There are two people with responsibility for the State's budget – myself and Treasurer (Eric) Roozendaal. None of the commentators are. It's easy for them to have a bob each way (*a bet*) in what they think should or shouldn't happen, but at the end of the day, the buck stops with us. NSW, which accounts for a third of the nation's economy, has fallen behind national growth for seven years in a row. It was the only state to grow less than 3% in the past financial year. Mr Rudd issued a blunt warning to Mr Rees a fortnight ago, saying 'I will say in loud and clear terms – the Government of NSW has to radically lift its game'."

"Any federal move to take over the financial affairs of NSW would be constitutionally fraught and unlikely without cooperation, unless the Commonwealth tried to attach conditions to *federal* funding. Ms Ridout's proposal yesterday comes after the NSW Government appointed administrators for nine local councils in the past few years because of incompetence or corruption. Speaking on the Ten Network's *Meet the Press*, Ms Ridout, who is close to the Prime Minister and considered by some to be an unofficial member of his cabinet, said the NSW mini-budget (*released last week*) defied reason by putting up taxes and deferring infrastructure spending at a time of economic downturn. She said arguments about protecting the state's budget deficit were silly and a political issue linked to protecting the state's AAA credit rating."

Heather Ridout, CEO, Australian Industry Group Article : The Australian (Page 5), 17 Nov 2008

Following up – Western Australia is currently the only conservative government in Australia (a minority alliance with independents formerly attached to the opposition), and the Treasurers of each of the other Australian Labor states and territories determined that the Hon. Troy Buswell MLA – Treasurer WA, should be excluded from their strategic discussions in preparation for the next meeting of COAG.

Ferguson rejects Ripper N-claims : "Federal Resources Minister Martin Ferguson is demanding Eric Ripper drop his opposition to uranium mining, accusing the State Labor leader of 'patently false' and irresponsible scaremongering. Mr Ferguson rejected Mr Ripper's claim that expanding uranium mining to WA would increase the nuclear and terrorist threat and inevitably lead to nuclear power stations in Australia. There are many issues associated with uranium mining, Mr Ripper said yesterday. There's the question of the safety of mining and of transport, for workers and people who live close to the transport routes; there's the question of the safety of nuclear power stations; there's the question of the diversion of nuclear material to terrorist activities; and there's the question of the storage of the waste."

"Mr Ferguson said claims by the uranium mining industry's opponents, suggesting the Australian industry is unsafe for workers, risks supplying nuclear material to terrorists, and obliges Australia to store the nuclear waste of other nations, are patently false and such scaremongering is irresponsible. Mr Ferguson said Australia had the strictest uranium export rules in the world and only sold to countries that met all the safeguard requirements and which are signatories to the Nuclear Non-Proliferation Treaty. The Government is strongly committed to ensuring Australian uranium is only used for peaceful purposes by enforcing our strict safeguards policy, he said. In addition, the Government will prohibit the establishment in Australia of nuclear power plants – and all other stages of the nuclear fuel cycle – and remain strongly opposed to importation and storage of nuclear waste that is sourced from overseas, in Australia.

Hon. Martin Ferguson MHR, Federal Minister for Resources Extract : West Australian (Page 6), 19 Nov 2008

ALP shift in nuclear minefield : "WA Labor senator Mark Bishop said he sympathised with Mr Ripper's predicament as a new Labor leader but said the uranium policy was misguided idealism that had failed to keep up with the times. Since that policy was put in place some years ago, the ball-game's changed, Senator Bishop said. Describing Mr Ripper a mainstream Labor man, who is practical and pragmatic, he said : This requires maturity and leadership at all levels of the party. Mr Ripper rejected suggestions that the federal and WA ALP policies on uranium are inconsistent because, he said, last year's vote to dump the no new mines policy specifically allowed for different policies to apply in the States. My judgement would be that the overwhelming majority of Labor Party rank and file members would still be opposed to uranium mining in WA."

Senator the Hon. Mark Bishop, Western Australia (Labor) Extract : West Australian (Page 21), 21 Nov 2008

I object – CCC and the PI : "George Phillips' assertions that 'the head of the Corruption and Crime Commission would like to be subject to as little scrutiny and oversight as possible' and that I am 'reluctant' to accept the authority of the CCC Parliamentary Inspector (Letters, 20/11) are completely contrary to the actual position which I have consistently maintained. Had Mr Phillips been at the public hearing of the Commonwealth Joint Parliamentary Committee for the Australian Commission for Law Enforcement Integrity on Monday, he would have heard me emphatically repeat the position I have expressed from the outset. It is that I consider the role of the Parliamentary Inspector to be absolutely necessary and critical to the operation of the legislative scheme. The external and independent monitoring so afforded to ensure the commission's operations are conducted in accordance with its own Act and other laws, and that its procedures are effective and appropriate gives the Parliament, the community and the commission itself the confidence that the exercise of the commission's extensive powers is appropriately subject to Parliamentary scrutiny and ultimate legislative control. I was in fact arguing that the Commonwealth agency should have a Parliamentary Inspector with powers similar to that office in Western Australia. Mr Phillips need not be trouble. I am not 'reluctant' to accept the authority of the Parliamentary Inspector – indeed, I consider it essential."

L.W. Roberts-Smith, Commissioner, Corruption & Crime Commission Article : West Australian (Page 22), 21 Nov 2008

Following up – Malcolm McCusker QC, Parliamentary Inspector for the WA Corruption & Crime Commission tended his resignation today – this same day, that the “CCC has argued that Mr McCusker over-stepped the mark when he produced reports clearing public servants Mike Allen and Paul Frewer (WA Dept P&I) of misconduct in the Smiths Beach (Busselton SC) affair in contrast to the findings of the commission.”

Lack of infrastructure cause for concern : “Private companies are yet to feel the fire from the economic downturn – instead they are suffering from a lack of, or outdated, infrastructure. KPMG’s Private Companies Survey, reveals that private companies are being held back from becoming internationally competitive due to Australia’s ports, road and rail networks, water and electricity grids. Don Abell, partner in KPMG’s Middle Market Advisory practice says 85% of respondents considered infrastructure an issue, making it difficult to compete against their international equivalents due to the time and cost of transport, such as inefficient ports and rail networks. The general feeling is that infrastructure in all states is failing to keep pace with population growth and the needs of businesses. While larger companies can take advantage of economies of scale, or even build their own infrastructure, Australian private companies are relying on existing infrastructure.”

Don Abell, Partner, KPMG Middle Market Advisory *Extract : Skywest CountryBiz (Page 72), 24 Nov 2008*

Council does a backflip – again : “It’s Earl Street déjà vu. Albany City Council makes a decision; wants to change a decision, and councillors start throwing around claims of how negative each other is. The Earl Street apartment project died in a morass of council red tape and indecision, and now the \$1.5 million Great Southern Seafoods’ project for a new premises could be headed the same way. Seven days ago council approved the Hercules Street (sic *Crescent*) proposal. Now it has called a special meeting to consider rescinding the decision. The meeting will be held without Cr Nicolette Williams, who resigned last Friday. Cr Williams accused three other councillors of spearheading a campaign ‘dogging, rumour mongering, generating scare tactics and bullying’ other councillors to change their votes. Cr Williams said she was disgusted and disappointed in the behaviour of other councillors. They have been banging on doors of homes and phoning repeatedly. I now know that honesty, respect and diligence are in short supply and I have no alternative but to stand down.”

Cr Nicolette Williams, West Ward, City of Albany *Extract : Albany Advertiser (Page 3), 25 Nov 2008*

Council does a backflip – again : “Great Southern Seafoods’ Margaret Soumelides said council was looking silly. All we have ever done is be guided by City staff. We live in a democratic society and to have councillors twisting each other’s arms about this is really disappointing. Harley Survey Group senior planning consultant Roy Winslow has advised the Soumelides’ on planning issues. What’s the point in having a council? Developers will start to wonder whether it’s worth doing business in the City of Albany, and Albany will suffer.”

Roy Winslow, Senior Planner, Harley Survey Group *Extract : Albany Advertiser (Page 3), 25 Nov 2008*

Council does a backflip – again : “Deputy Mayor Des Wolfe, who had been in favour of the application but voted against it in a surprise move last Tuesday, denied Cr Williams’ suggestion the council was copping out by allowing the State Administrative Tribunal to make the final decision on the factory and absolving the City of any accountability. My reason for voting against the proposal this month is based on planning, Cr Wolfe said. I don’t think approving the factory is good future planning.”

Deputy Mayor Des Wolfe, West Ward, City of Albany *Extract : Albany Advertiser (Page 3), 25 Nov 2008*

Council does a backflip – again : “But Albany Chamber of Commerce and Industry chief executive Graham Harvey blasted the council’s lack of vision. The Shire and Town of Albany amalgamated more than 10 years ago, and there is still no comprehensive City Plan in place – the old Shire Scheme 3 was gazetted in 1980 and Town Scheme 1A in 1983, Mr Harvey said. The question we are asking is how can any business operate or city function using tools 25 and 28 years old respectively. Mr Harvey said council was making policy on the run and the possibility of last week’s planning decision being rescinded this week was symptomatic of a town with no plan. We have ended up with a series of policies in conflict with one another, which makes decision-making impossible. Businesses and residents require certainty, which is not possible when yes means no.”

Graham Harvey, CEO Albany Chamber of Commerce & Industry *Extract : Albany Advertiser (Page 3), 25 Nov 2008*

Following up – With two vacancies and the apologies of the Mayor, following the defeat of a procedural motion (7-3) to suspend standing orders so that all Councillors might speak to the agenda item, the rescission motion was carried (6-4). However, it failed to attract an absolute majority (7 or more of 13 members) required under the Local Government Act, which means the previous determination of the City of Albany to issue a planning scheme consent stands.

Following up – Our thanks to Graham Harvey – imitation (in this case plagiarism) is the sincerest form of flattery.

Libs propose new Kwinana rail terminal : “The state government is seeking public comment on a new rail-based transport connection in Kwinana to alleviate heavy vehicles using main roads between Fremantle and Forrestfield. Planning Minister John Day said he believes the terminal is an opportunity to create a new rail-based transport node for the southern corridor. The potential development of inter-modal facilities in the Kwinana area would enable efficient container transfer by rail into and out of the area and to all parts of Australia. Alleviating heavy vehicles using main roads between Fremantle and the existing freight terminals in the Kewdale-Forrestfield areas was a primary concern for safety and environmental reasons. This is as well as creating capacity for growth in inter-modal freight operations in the Perth region, Mr Day said.”

“The *‘Kwinana Inter-modal Terminal Site Evaluation Final Report’*, released for public comment today, discusses location options, concept design and layout for a modern terminal in the style of a ‘freight village’. It also identifies the Latitude 32 Industry Zone, between Russell and Rowley Roads, as the preferred site for the future new freight terminal. LandCorp will develop this 1,400 hectare site, formerly known as the Hope Valley-Wattleup Redevelopment Project, as the state’s largest industrial zone. Mr Day said there were no immediate plans to commence development but planning to do so was essential for the

future. Forward planning for new inter-modal facilities to develop efficient functioning of the State's freight network is critical, he said."

"The Liberal-National Government's aim is to ensure land is identified and reserved for this purpose through appropriate planning processes. Current inter-modal terminal operations, mainly in Kewdale/Forrestfield, would eventually come under pressure from increasing road traffic volume and the physical constraints of the individual terminals. The terminal concept envisages a 133 hectare core terminal area, abutted by an industry park and supporting land uses, as well as strategic and logistical links with the proposed Kwinana Outer Harbour port container facility and the private port proposal at James Point."

"Mr Day said planning scheme amendments associated with both the private and public port proposals would be progressed quickly. It is anticipated that the terminal would primarily service the interstate freight task, with a smaller proportion of the throughput being intrastate. The next step is to consider ways to formally integrate the inter-modal terminal concept into LandCorp's structure planning for the area, the Minister said. To assist and inform this process a public comment period, commencing today and concluding on January 30, 2009, will enable the business community and the community to access the report and submit their views on the proposed facility."

Hon. John Day MLA, Minister for Planning e-News : WA Business News, 27 Nov 2008

Fremantle's limitations force port push : "A ports conference last week heard some frank talk about Fremantle harbour. The Western Australian government is being urged to make up its mind on its plans for the future of Fremantle's inner harbour. A ports conference held at Murdoch University last week heard that firm decisions are needed on proposed changes to the inner harbour and a clear timetable should be established to indicate if and when such changes will occur. Acting dean of the Murdoch University Business School, Malcolm Tull, said the debate about phasing cargo activities out of the inner harbour created uncertainty for port users and those who invested in port facilities. His comments come amid the ongoing dispute involving competing proposals by Fremantle Ports (*State Government Port Authority*) and the private James Point consortium, backed by BGC boss Len Buckerdige, for the development of new port facilities at Kwinana."

"Transport Minister Simon O'Brien, while still in opposition earlier this year, stirred debate over the future of the existing inner harbour when he released a document, *Vision for the Port of Fremantle*. Associate Professor Tull said some proposals in this document, such as relocating livestock operations and developing new bulk cargo handling facilities at Kwinana, would be relatively easy to implement. However, relocating container operations – which would inevitably occur as trade growth surpassed the existing port's capacity and competing demand for land around North Quay increased – would require long-term planning and an agreed timetable. This is not something that can be done overnight, Associate Professor Tull told WA Business News. Government really needs to make up its mind on this issue and provide a clear timetable if it intends to phase container operations out of the inner harbour. A timetable, possibly one with a 20-30 year horizon is needed so that all port stakeholders, particularly those who are required to make ongoing investments at Fremantle, have some certainty. Associate Professor Tull said there was a need for an overall port development plan for the whole of Western Australia – including north-west ports – to ensure any deficiencies in the supply chain were identified."

Associate Professor Malcolm Tull, Murdoch University Extract : WA Business News (Page 9), 27 Nov 2008

Fremantle's limitations force port push : "Before he became transport minister, Simon O'Brien (*a South Metropolitan Liberal MLC*) said a decision to relocate container operations should be made while land use options were still available. His *Vision for the Port of Fremantle* report said although stevedoring companies believed North Quay could accommodate container growth until 2035, an estimated capacity of 1.2 million 20-foot equivalent units per annum would be reached by 2015. It said while there was some spare berthing capacity, the limitations of the current operations area were becoming increasingly obvious. The report added that land-side transport at Fremantle was grossly inefficient, with heavy vehicles waiting in long obstructing queues snaking through the locality's roads. In a statement issued to WA Business News, Minister O'Brien said a stakeholder consultation process would begin soon to make recommendations to government on the long-term future of Fremantle. The intention is to create a plan which will provide for the growing needs of the port for the rest of the 21st century."

Hon. Simon O'Brien MLC, WA Minister for Transport Extract : WA Business News (Page 9), 27 Nov 2008

Fremantle's limitations force port push : "Planning and Transport Research Centre executive director Greg Martin said ports, which were vital to the state's prosperity, were generally taken for granted. He said governments had a responsibility to help ports stay viable by engaging in extensive planning and community consultation to ensure provision was made for buffer zones, transport access routes and new port projects. There is no excuse not to be engaging in long-term planning, Mr Martin said. It remains important in a post boom environment to engage in planning and strategic investment."

Professor Greg Martin, Planning & Transport Research Centre, WA Extract : WA Business News (Page 9), 27 Nov 2008

Following up – Greg Martin was appointed to PATREC in March 2007, after serving as Director-General of the WA Department of Planning & Infrastructure from July 2002, and before that Commissioner of Main Roads Western Australia. The Chairman of PATREC is Stuart Hicks – formerly Director-General of the WA Department of Transport, and a Commissioner of the National Road Transport Commission. The Patron of PATREC is His Excellency Dr Ken Michael AC, the Governor of Western Australia – himself a former Commissioner of Main Roads Western Australia. Other prominent members include Eric Lumsden, Kerry Sanderson, Jeff Kenworthy, and Peter Newman.

Following up – Recommended reading PATREC Working Paper #15/07 – *The Performance of Western Australian Ports* (Tull & Affleck).

Lights on but no-one's home : "I drove down North Road (*Albany*) last week at night and found that the lights were on in the Council offices. Initially, I took great comfort in thinking that both our elected and paid leaders were toiling over the affairs of our City. I then realised that our Mayor (*Milton Evans*) is in France (*Peronne, Somme Region*) and then taking an extended

European holiday, we don't have a CEO, we await the arrival in the new year of an executive director of works and services, we also await the by-election for a councillor in the Frederickstown ward and must be concerned about our City's investments (*Lehman Brothers*) in the current financial climate. I am also wondering who was pleading our case for more funding opportunities in Canberra at the (*Prime Minister's*) local government summit. This has to be the classic case of 'the lights are on but no one is at home'. Hopefully, through the by-election, we can start to alter this perception."

Michael Pemberton, Mira Mar Resident & Taxpayer *Extract : Albany Advertiser (Page 8), 27 Nov 2008*

Following up – Michael Pemberton is a Past-President of the Albany Chamber of Commerce & Industry (1998-2002), and an unsuccessful mayoral candidate for the City of Albany (2003). Cr Nicolette Williams representing the West Ward resigned on 21 Nov 2008, so there will actually be two casual vacancies filled at the 28 Feb 2009 extraordinary election (term of office until ordinary elections Oct 2009).

No plan, says ACCI : "Indecision by Council has confused Albany ratepayers and businesses, according to Chamber of Commerce and Industry CEO Graham Harvey. Mr Harvey blamed 25-year old planning schemes developed by the Town and Shire which are still being interpreted by the City. The Town and Shire amalgamated 10 years ago, surely that's enough time for them to put together a comprehensive plan, Mr Harvey said. You have a hotch-potch of residential intertwined with light industrial and general industrial – there is no plan for the city. Mr Harvey said he did not envy councillors trying to make planning decisions. Where there is one policy it conflicts with another policy, he said. It's no wonder councillors themselves are in a state of confusion, because they are trying to base decisions on either outdated plans or on policies which are conflicting. This rescission motion (*Great Southern Seafoods*) has not been based on new information coming to hand. It is simply because a couple of councillors had their noses put out of joint because they didn't get their own way."

Graham Harvey, CEO, Albany Chamber of Commerce & Industry *Extract : AGS Weekender (Page 3), 27 Nov 2008*

New MP calls for nuclear energy rethink : "A new Liberal MP has reignited the uranium debate, telling State Parliament its is ridiculous to mine and export yellowcake but continue to oppose the use of nuclear power in Australia. In a controversial maiden speech on Tuesday, Jandakot MLA Joe Francis said it was 'morally and logically incoherent' for Australians to support mining and exporting the nation's uranium for use in other countries as a low carbon energy source but oppose nuclear power plants in their own backyard. Mr Francis told Parliament that uranium mining, which has been approved by the State Government after it lifted Labor's long-held ban, went hand-in-hand with reducing global carbon emissions. Any response to carbon emissions that doesn't include a substantial role for nuclear energy is simply not credible. Its opponents have worked hard in Australia to invest the words uranium and nuclear with fear and loathing but many nations, including France and Japan, generate over half of their electricity from nuclear sources. Solar, wind and geothermal (energy) all have a role but they need the sheer grunt of fission, Mr Francis said."

"Outside Parliament yesterday, Mr Francis said WA had an abundance of natural gas and did not have the population or concentration of industry to sustain a nuclear power plant, but other States did. Certainly there are other places in Australia that should be looking at nuclear power instead of burning coal, such as New South Wales and Victoria. We should be exporting (uranium) and using it for power ourselves. If we were really concerned about global warming and carbon emissions, instead of bringing in an emissions trading scheme tax that's going to hit hard West Australian industry, the best thing we can do to reduce the world's carbon emissions is to mine uranium. Though State Cabinet lifted the former Carpenter Labor government's ban on uranium mining this month, the Barnett Coalition Government remains opposed to nuclear power and nuclear waste dumps."

Joe Francis MLA, Member for Jandakot (Liberal) *Article : West Australian (Page 2), 29 Nov 2008*

COAG CIRA WA Ports Review 2008 : "Section 30 of the *Western Australian Port Authorities Act 1999* contains a number of provisions that require port authorities to plan for future growth and generally be responsible for the efficient operation of the port. Specifically, sections 30(1) (a) (b) and (d) state that the functions of port authorities are :

- (a) to facilitate trade within and through the port and plan for future growth and development of the port;
- (b) to undertake or arrange for activities that will encourage and facilitate the development of trade and commerce generally for the economic benefit of the State through the use of port and related facilities; and
- (d) to be responsible for the safe and efficient operation of the port."

"The port authorities have specific powers in relation to planning (and undertaking works) at ports that stem from their government ownership. Section 38(2) of the *Port Authorities Act 1999* establishes port works and port facilities as 'public works' and thus exempt port authorities from controls that may otherwise be imposed under the *Planning and Development Act 2005*. The *Planning and Development Act 2005*, does require that port authorities consult the responsible authority at the time of proposal of any public work or the taking of land for public work is being formulated so as to ensure that :

- (a) the purpose and intent of any planning scheme that has effect in the locality where, and at a time when, the right is exercised; and
- (b) the orderly and proper planning, and the preservation of the amenity, of that locality at that time. (Planning and Development Act 2005, section 6)"

"The result of the status of port authorities in respect of planning requirements is that the port authorities have wide powers to undertaking planning and development of the port facilities. Strategic development plans, which are required to be produced by each port authority and agreed to by the Minister under sections 49 to 57 of the *Port Authorities Act 1999*, are required to cover a forecast period of five years (unless otherwise agreed to by the Minister) and must set out :

- the medium to long-term objectives and how those objectives and targets will be achieved; and
- an environmental management plan.”

“In preparing strategic development plans, the boards of port authorities are required to consider matters including strategies for land use, trade projections, capital expenditure, relevant government policy, trade facilitation and environmental management (*Port Authorities Act 1999*, sections 49-51).”

“Port authorities are also exempt from many of the requirements of the *Local Government (Miscellaneous Provisions) Act 1960*. For example, port authorities are not required to get local government approval for building plans nor are the required to hold a building licence to undertake building works. Provisions in the *Local Government (Miscellaneous Provisions) Act 1960* around how buildings are to be constructed also do not apply to port authorities.”

“However, port authorities are required to comply with the requirements of the Building Code and are also required to consult with the relevant local government before the carrying out of building work to ensure that the performance requirements of the Building Code are applied. Disputes between port authorities and local governments can be referred to the Minister for final decision (*Port Authorities Act 1999*, section 38).”

“Clause 4.2(a) of the CIRA (*Competition and Infrastructure Reform Agreement*) requires that port planning should, consistent with the efficient use of port infrastructure, facilitate the entry of new suppliers of port and related infrastructure services.”

“It would appear that the statutory requirements for port planning and the responsibility given to the port authorities for planning functions would, of themselves, not impede the entry of new suppliers of port and related infrastructure services. However, there is no statutory requirement for port authorities to proactively facilitate the entry of new suppliers of port and related infrastructure services. In fact, there exists a potential conflict of interest for the port authorities in that performing the planning role within an existing port could, where it is vertically integrated, affect a port authority’s competition position with respect to other suppliers of port and related infrastructure services in the port.”

“Moreover, it appears there is not a specific planning framework at a state-level that considers future port infrastructure requirements, and options for facilitating the entry of new suppliers of port and related infrastructure services.”

Bill Scanlan, Allen Consulting Group Extract : COAG CIRA WA Ports Review (Page 50), 03 Dec 2008

Fuel prices continue to fall : “Albany drivers can expect more relief at the petrol bowser over Christmas and New Year, but the lower prices may be short lived. Prices in the Great Southern had fallen consistently since an average of 171.1 cents per litre on July 21 to an average of 127.3¢ this week. On Tuesday and Wednesday, McKails General Store on Albany Highway was selling unleaded petrol for 115¢, nine cents less than the second-cheapest outlet. The cheapest price for diesel was 143.7¢ at Fuels West Denmark compared with a Great Southern average of 149.2¢.”

“Motor Trade Association of WA chief executive Peter Fitzpatrick said the fall in prices had been caused by a fuel glut and the unusual situation of Singapore fuel prices being lower than barrel prices. While this is still the case, prices will continue to fall, probably about 10¢ per litre over the next few weeks. Mr Fitzpatrick said country customers would always pay more for fuel, but blamed a lack of competition at oil wholesale prices for part of the discrepancy. Retailers in the country do not get the same discount on product as their city counterparts.”

Peter Fitzpatrick, CEO, WA Motor Trade Association Extract : Albany Extra (Page 3), 05 Dec 2008

Fuel prices continue to fall : “FuelWatch’s Ray Gibson said the only way to put downward pressure on prices was for consumers to support retailers with low prices. On Wednesday there was a 23 cent difference between the lowest and highest prices in the Albany region, so consumers have the chance to save up to that amount per litre. There is a definite lag between the fall in metro and regional prices but prices in the country are driven largely by sales volumes. The best thing to do is to support retailers (*and wholesalers / manufacturers*) with the best prices. Retailers are free to set their prices and consumers are free to shop where they like. If we all rewarded the cheapest retailers it would certainly help prices to drop faster.”

Ray Gibson, State Coordinator, FuelWatch WA Extract : Albany Extra (Page 3), 05 Dec 2008

Following up – notwithstanding vehicle emissions and regional air quality, logically the best result for country WA would be to establish and preference ‘regional’ bio-diesel production facilities; extend the Dampier-Bunbury gas pipeline to regional service centres; and encourage oil and gas exploration, production and refining capability.

Create indigenous jobs : “Mining magnate Andrew Forrest says he has persuaded some of Victoria’s top employers to help provide tens of thousands of jobs for Aborigines. Mr Forrest, Fortescue Metals Group chief executive, told reporters today he had persuaded all of the companies he spoke to at a breakfast in Melbourne to sign up to the Commonwealth’s Australian Employment Covenant (AEC). The plan is to create 50,000 jobs for indigenous Australians within two years, and the companies that signed up on Monday included Telstra, Rio Tinto, BP, John Holland, the Australian Football League, Myer, the Macquarie Group and The Body Shop. Crown Casino has also committed to providing jobs.”

“We explained what the employment covenant is all about, corporations and how their leadership, heart and passion can make a difference personally in the lives of Aboriginal people, Mr Forrest said. For the first time you’re breaking that vicious cycle where Aboriginal people train then don’t get a job at the end of it. Here is the job, they do the training, it’s guaranteed yours. The covenant was signed five weeks ago at a gathering of political, indigenous and business leaders at Kirribilli House in Sydney. Mr Forrest, AEC chief executive Malcolm James and indigenous leader Warren Mundine are travelling around Australia selling the scheme this week.”

“Those involved in the covenant say business has already committed to providing 7,000 jobs and they want 25,000 jobs by February when it starts. Mr Forrest said employers were generously backing the scheme despite the difficult current economic climate. Yes it should be hard, but what's going through the ups, downs and tough times and good times are the great heart of Australian people, and that is even in bad times, he said. People are stepping up and saying : well we need to make a difference, how can we do it? The commonwealth is funding the program, which will involve job-specific training, training to employers' specifications, and one-to-one mentoring for indigenous employees once they start work.”

Andrew Forrest, CEO & Managing Director, Fortescue Metals Group e-News : WA Business News, 09 Dec 2008

World oil demand falls for the first time in 25 years : “World oil demand is set to fall this year for the first time in 25 years, as a broadening economic recession undermines energy consumption. New figures from the International Energy Agency (IEA) yesterday showed that global demand for oil will fall to an average of 85.8 million barrels per day this year – 200,000 barrels lower than in 2007 and representing the first year-on-year decline since 1983. Plunging demand is being led by the US easily the world's largest oil market, where the IEA says that consumption has been hammered this year by successive blows, including a financial crisis, high oil prices, devastating hurricanes, and to cap it all an officially recognised economic recession. The Paris-base energy adviser to the OECD (*Organisation for Economic Cooperation and Development*) club of 28 (*sic 31 including the European Union*) rich nations says that October demand in the US for all oil products was about 18.5 million barrels per day, 10% down on last year and the lowest level recorded since 1995.”

“But weakening demand was not restricted to the United States. Japan, the world's second-largest economy, which officially entered recession last month, reported an even bigger decline of more than 11% to 4.3 million barrels per day. Canada, Mexico, France, Italy and Spain also all suffered big falls while British demand softened by 2.2% to 1.7 million barrels per day. Gareth Lewis-Davies, director of commodities research at Dresdner Kleinwort, said : There has been a marked slow-down in trade and economic activity around the globe. He said that the industrial and commercial use of energy was weakening as companies slashed production and laid off staff. At the same time consumers were restricting their personal energy use by driving and flying less and being more frugal in heating their homes.”

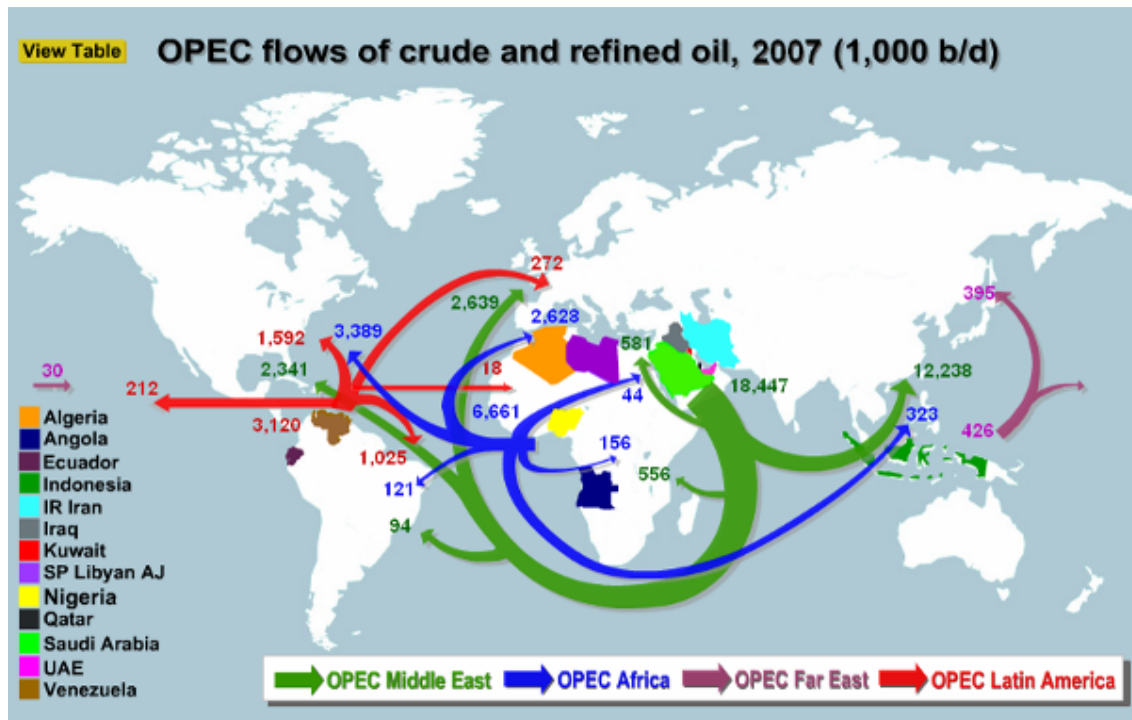
“But despite the economic downturn, the IEA forecast that demand for oil worldwide would pick up again next year, rising to 86.3 million barrels per day as a global economic recovery took hold. David Martin, an IEA oil analyst, said that the forecast was based on the assessment by the International Monetary Fund that global gross domestic product would continue to expand next year at about 2.1%. Any recovery in demand would be driven by China, which the IEA believes will consume 8.2 million barrels of crude a day in 2009, up from 7.9 million in 2008. The IEA also indicated that the OPEC cartel of 13 oil-producing nations, which is meeting next week in Algeria, would need to announce substantial further cuts in production if it were to prevent crude prices from dropping even further.”

“Mr Lewis-Davies forecast that OPEC would need to announce a reduction in production of about 1.5 million barrels per day at next week's meeting in order to stabilise prices. The prediction contrasts starkly with the US Government's view that global oil demand will continue to fall next year. The US Energy Information Administration said this week that it expected demand to shrink by 450,000 barrels per day, after a predicted 50,000 barrel decline this year. The IEA's prediction of a slump in demand for oil came as representatives from 190 countries met at a UN Climate Change conference in Poznan, Poland, to hammer out an agreement designed to cut back on global consumption of fossils fuels permanently. Some delegates at the meeting criticised the IEA for failing to recognise the potential of alternative technologies to offer other sources of energy.”

David Martin, Oil Analyst, International Energy Agency Article : The Weekend Australian (Page 36), 13 Dec 2008

Following up – The OECD Rich List (alphabetical) : Australia, Austria, Belgium, Canada, Czech Republic, Denmark, Finland, France, Germany, Greece, Hungary, Iceland, Ireland, Italy, Japan, Korea (South), Luxembourg, Mexico, Netherlands, New Zealand, Norway, Poland, Portugal, Slovak Republic, Spain, Sweden, Switzerland, Turkey, United Kingdom, United States & the European Union. Accession candidate countries include Chile, Estonia, Israel, Russia, and Slovenia; while enhanced engagement countries include Brazil, China, India, Indonesia and South Africa.

Following up – The Oil List (estimated % 2007 world production of 85.8m bbl/d) : **OPEC members** include Saudi Arabia (12.9%), Iran (4.6%), United Arab Emirates (2.9%), Kuwait (2.9%), Venezuela (2.8%), Nigeria (2.5%), Iraq (2.4%), Angola (2.0%), Libya (2.0%), Algeria (1.6%), Indonesia (1.0%), Qatar (0.9%), and Ecuador (0.6%) – **non-OPEC producers** include Russia (11.5%), United States (8.7%), China (4.4%), Canada (3.9%), Mexico (3.6%), Norway (3.0%), Brazil (2.1%), United Kingdom (1.9%), Kazakhstan (1.6%), Azerbaijan (1.1%), and India (0.9%).



Website : Organisation of the Petroleum Exporting Countries ([Interactive World Map](#)), 15 Dec 2008

Historic facts were distorted : “A number of contentious issues were quoted in an article in the Albany Advertiser of November 25. That Albany is the most historical city in WA is not strictly correct. Settlement at Albany (King George’s Sound) is recorded as formally taking place on January 21, 1827 following *Major Edmund Lockyer’s* selection of the site for settlement on December 25, 1826. The City of Albany was not proclaimed until 1998. That Albany has no heritage protection, as claimed by the Albany Historical Society chief executive Andrew Eyden is not correct. There, in fact, 52 places entered in the State Register of Heritage Places with the statutory protection of the heritage of Western Australia Act 1990, including the Stirling Terrace Precinct which incorporates 32-190 Stirling Terrace and 28-32 Spencer Street.”

“Heritage protection for all or any of the places included in the Municipal heritage Inventory has been progressed by the City of Albany Council to a Historic Buildings Schedule – Schedule 8 in the current Town Planning Scheme – thereby providing further statutory control by the local authority and protection for significant places. It is important to note that the initial survey of heritage places in the Townsite Area of Albany was carried out for the National Trust and incorporated into the Town Planning Scheme at the time by Margaret Feilman *LFPIA*, town planning consultant, in the 1960s. In August 1995, I prepared a schedule of approximately 143 Heritage Places in Albany for the Town of Albany, including a colour photograph and brief details for each, intended for incorporation into a municipal Heritage Inventory for Albany, a requirement of the heritage of Western Australia Act 1990. Inaccurate reporting and incorrect public statements which distort facts can be mistaken by readers to be truthful statements.”

Ronald Bodycoat AM, LFRAIA, Heritage Architect Article : Albany Advertiser (Page 9), 16 Dec 2008

Following up – The City of Albany’s Municipal Heritage Inventory (Interim Place List) canvassing both the former Town of Albany (Town Planning Scheme 1A) and Shire of Albany (Town Planning Scheme 3), was prepared by consultants *Heritage Today* (Leah O’Brien and Cathy Day) in September 1999, assisted by Kris Keen, Heritage Architect and a local Steering Committee – it involved a review of 437 places. The City of Albany resolved in April 2000 to prepare a new District Local Planning Scheme, including relevant heritage provisions.

Councillors may be paid to work full-time : “Local government councillors would be paid, full-time workers who were elected in a first-past-the-post system under a radical plan being considered by the State Government. Local Government Minister John Castrilli confirmed yesterday that he was studying a proposal from the WA Local Government Association for councillors to paid annual salaries set by the Salaries and Allowances Tribunal, as they are for local government chief executives. WALGA said the plan could see some of the State’s 139 local governments have part-time councillors in return for a better-trained ‘professional outfit’ but some of the bigger councils may comprise all full-time members. The changes could also lead to the electoral system, which uses a proportionate preferential system similar to that in the WA Upper House, being replaced with a first-past-the-post system. But analysts warn the move could leave councils open to being politicised by the major parties, which would use them as a training ground for candidates before they entered State and Federal politics.”

“There are only a handful of full-time mayors in WA, with councillors working for no pay, though they are reimbursed through allowances for expenses. Mr Castrilli said while he was not totally convinced that higher pay would attract better candidates, he

was considering the proposal. WA Local Government Association president Bill Mitchell said that to limit the cost of paying councillors a salary, there would be fewer elected members on some councils. He said there were nine salary bands that applied to local government chief executive positions and he wanted a similar system for councillors. I don't think it's a one size fits all situation but there may be some councils that because of their workload, people are putting in equivalent 38-hour weeks anyway. Mr Mitchell said politicisation of local councils was happening anyway, with about one-third of State MPs previously on a council. Armadale mayor Linton Reynolds said a council was a complex business and needed to be managed accordingly. A survey of WALGA members found more than 97% preferred the old *first-past-the-post* voting system."

Bill Mitchell, President, WA Local Government Association Extract : West Australian (Page 1), 17 Dec 2008

Macmahon wins \$40 million Bunbury contract : "Macmahon Holdings has secured a \$40 million contract to construct the new Bunbury port access road, with work to start early next year. The project involves the construction of 4.5 kilometres of a new dual lane access road, three new bridges and approximately 3 kilometres of work to widen existing roads. Macmahon chief executive Nick Bowen said the contract is another significant project win for the group's Western Australian construction team, which has worked with Main Roads WA for more than 25 years. Through our recent work on the Mitchell Freeway and the current contract for the Reid Highway extension we have developed an excellent community relations process, which will ensure the needs of the many different stakeholders are taken into account, Mr Bowen said. The Bunbury Port Access Road Project will improve road safety by reducing heavy vehicle traffic on the existing bypass road and reduce conflict between heavy vehicles, tourists and commuters."

Nick Bowen, Chief Executive, Macmahon Contractors e-News : WA Business News, 17 Dec 2008

Planning Report Card—National results

| | NSW | | ACT | | QLD | | VIC | | SA | | TAS | | WA | | NT | | National | |
|---------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|------|----------|------|
| | 2008 | 2007 | 2008 | 2007 | 2008 | 2007 | 2008 | 2007 | 2008 | 2007 | 2008 | 2007 | 2008 | 2007 | 2008 | 2007 | 2008 | 2007 |
| Growth Management | C | C | C+ | C+ | C | C+ | C | C | C | C | D+ | D | C | C | C | | C | C |
| Sustainability Indicators | C- | C- | C | C | C- | C- | C- | C- | C- | C | D | D+ | C- | C | D+ | | C- | C- |
| Governance Structure | C- | C- | C | C | C | C | C- | C | C | C | D+ | D | C- | C | C+ | | C | C |
| Infrastructure | D | D | C | C | C | C | D+ | C- | C- | D+ | D | D | C- | C | D+ | | C- | C- |
| Transport | D | D | C- | D+ | C- | C | D | D | C | D+ | D | D- | C | B- | D+ | | D+ | D+ |
| Demographic Change | D+ | D+ | C- | C | C- | C | C- | C | C- | C- | D | D | D+ | C | D+ | | D+ | C |
| Housing | D+ | D+ | C+ | C | C- | C- | D+ | C- | C | C | D+ | D+ | C- | D+ | C- | | C- | C- |
| Public Participation | C | C | C | C+ | C | C | C | C+ | C- | C | B- | C | C | B- | C+ | | C | C |
| Professional Planning Workforce | C | D- | C | C | C- | D+ | C- | C- | C- | C | C | C | D | D+ | C | | C- | C- |
| Planning Assessment | C | D+ | C | C | C- | C | C | C | C+ | C+ | C+ | C | D+ | C | B- | | C | C |
| Urban Design | C | C | C | C | C- | C- | C | C | C- | C- | D | D | C | C | C- | | C- | C |
| Climate Change | D+ | D+ | C | C | D+ | D+ | D+ | C- | C | C | C- | C- | D+ | D+ | C- | | C- | C- |
| Average Grade | D+ | D+ | C | C | C- | C | C- | C | C | C | D+ | D+ | C- | C | C | | C- | C |

Key

- A = performing well against this criterion (80-100%)
- B = doing well against this criterion with some initiatives underway (70-79%)
- C = evidence of some initiatives with improvement required to achieve this criterion (60-69%)
- D = inadequate progress and no action underway in this criterion (50-59%)
- E = no progress (<49%)

Following up – With an increased participation rate of planners each year, the fact remains that the weighted performance across Australia against each key criteria is the same or worse than 2006 and then 2007, with Urban Design and Climate Change added in 2007 – something akin to Outcomes Based Education for the spin-doctors.

3rd National Report Card : "Twelve factors that planners consider critical for protecting and enhancing the well-being of our cities and towns from the basis of the survey. Planners have been asked how well Australia is performing in each of these areas. Across the country, the results indicate an overall score of C- (with possible scores of A to E). Planners are probably harsh critics – as they are particularly well informed! It is particularly pleasing to see that Australia is performing well against four of the 12 key criteria. These are Growth Management; Governance Structures; Public Participation; and Streamlined Assessment. This reflects the energy and effort across jurisdictions going into developing plans and frameworks for managing the growth of our

major urban centres in recent years. There is renewed interest in planning reform and in engaging with the community in setting strategic direction and in local decision making.”

Di Jay, Chief Executive Officer, Planning Institute of Australia Report : Australian Planner, 19 Dec 2008

Professional standards in a changing regulatory environment : “When one takes on the role of a regulator, they take on an obligation to act in good faith. Acting in good faith involves :

- ❖ Making decisions based on reason and justice not private opinion
- ❖ Acting according to law not humour
- ❖ Performing within the limits to which an honest person competent to discharge the duties of office should confine themselves; and
- ❖ Operating within the scope of and for the purpose of the enabling act or regulation.”

“Taking on a quasi judicial role means *performing* functions that involve exercising discretion as a part of the decision making process, *that* need to be conducted in a judicial manner. A quasi judicial role requires the application of the relevant facts to the appropriate statutory regime and is subject to the principles of natural justice and administrative law. When acting in a quasi judicial role you recognise that this is a decision making function and not an information gathering function. You make each decision based on the relevant information before you and only relevant information. If you consider that you do not have enough information to make an informed decision then you should ask for any further information that you may require through the correct processes.”

“In the context of town planning law and the application of sound town planning principles, it is now well-established that a responsible authority, whether at the local or State level, when charged with the duty of deciding whether or not a discretionary use should be permitted, should first establish the need for the proposed use and then balance the projected benefits against possible cost to the community by way of loss of amenity or other disadvantages. It is clear from recent court and tribunal decisions that the need is looked at from the general standpoint of the community rather than of the residents or ratepayers of a particular locality alone, or from just the applicant’s perspective.”

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“Those principles involve acting always in the public interest. What is of public interest is that town planning schemes in general should be regarded not from the point of view of advantages that ought to accrue to individuals but from the point of view of what is desirable for the community in accord with sound town planning principles. They (*Community Planning Schemes under the WA Planning & Development Act 2005*) must be in the interests of the community as a whole, *and* must have regard to ALL the elements of the case before it with the onus on the applicant – *prima facie* or by first instance, to demonstrate the benefit to the community. When a regulator is hearing the representations of an applicant and objectors, the ‘right to be heard’ transcends all other considerations and imposes a clear and unqualified duty upon the authority to ensure that where opposing views are presented, both sides are given the right to present their arguments, preferably in the presence of each other. The regulator’s preliminary investigations and all subsequent proceedings should be conducted in a judicial manner, with fairness to all parties concerned. And underlying these principles are the principles of natural justice. These are *Bias; Unreasonableness; Right to be heard; Abuse of power; Uncertainty; Improper purpose; and, No evidence.*”

“Failure to follow any or all of these principles would likely lead to issues of appeal, or at worst, charges by the Crime and Corruption Commission of official corruption or serious improper conduct. Official corruption includes any abuse by a public official of his or her position without reasonable excuse. For the CCC to become involved, the corruption must involve corrupt conduct or fall within a range of criminal offences under the Criminal Code including abuse of office. Corruption usually involves the calculated, often continuing, covert and wrongful exercise of public duty or function. Official corruption can have many forms. For example, the taking or offering of bribes, fraud, conflict of interest, acting upon ‘insider’ information or abuse of power or functions, so as to obtain or confer or cause a detriment to any person. Serious improper conduct includes conduct by a public officer, and this includes Councillors and Commissioners, of a kind serious enough to warrant dismissal of a public officer whether or not the person could legally be dismissed. For example, it could include breach of public trust, neglect of duty, function or power, telling lies, favouritism, bias and breach of public sector standards. No list can be exhaustive.”

Eric Lumsden, Director General, WA Dept Planning & Infrastructure Article : Western Planner (Page 11), Dec 2008

Business After Hours – enterprise government style or just duplication of bureaucracy & division of community aspiration : the “South Coast Natural Resource Management Inc. is the peak regional group in the South Coast Region of Western Australia (*Augusta – Eucla*) working with the community to manage, protect and preserve our land, our coastline, our rivers and waterways, our forests and bushland and our backyard. As one of 56 regional groups around Australia, the South Coast NRM Inc.

is committed to the long-term management of our natural environment. A major function of our organisation is to coordinate and administer funding for NRM activity that has been allocated from the Australian Federal Government and the Government of Western Australia; previously through the Joint National Action Plan for Salinity and Water Quality (NAP) program and the Natural Heritage Trust (NHT), and now through the Australian Government's 'Caring for Our Country' program."

Rob Edkins, Chief Executive Officer, SCNRM Flyer : Albany Chamber of Commerce & Industry, 05 Jan 2009

Following up – and from its 2008 Annual Report, the South Coast NRM Inc. is in the process of changing banks to Bendigo Bank. \$1 million has been deposited within a term deposit. A good relationship is developing with Bendigo Bank with a number of commercial negotiations being explored through community sector banking – and the Chairman of the Bendigo Community Bank, Albany – Mayor Milton Evans.

New \$135m hospital for Albany : "The state government has given the go-ahead for a new \$135 million hospital in Albany, which will service more than 50,000 local residents in the Great Southern region. The green light represents the largest country hospital development ever undertaken in Western Australia. Premier Colin Barnett today announced that the government would honour its election commitment and construct the new hospital, which will replace the current Albany Regional Hospital with a new purpose-built facility. The new hospital will establish the Albany Health Campus as a Regional Resource Centre for the Great Southern region. We have committed to a rebuild of Albany Hospital, which is ageing and requires replacement, Mr Barnett said. This will be a brand new facility, built on vacant land close to the hospital and once completed, the old hospital will be demolished. It will be the largest hospital development ever undertaken in regional WA and the Liberal-National Government is committed to delivering the new building as soon as possible. With this investment in a new hospital, more than 80% of patients from the Great Southern region will be able to be treated in Albany, closer to where they live."

Hon. Colin Barnett MLA, Premier of Western Australia e-News : WA Business News, 08 Jan 2009

New \$135m hospital for Albany : "Health Minister Dr Kim Hames said a replacement of Albany Hospital would deliver a superior, purpose-built modern facility that would service the needs of the Great Southern community well into the future. The new facility will include a much larger Emergency Department with state-of-the-art equipment. It will also include additional mental health beds and expanded renal dialysis, palliative care and cancer services, Dr Hames said. Modern ward areas will offer a far greater level of patient amenity. Regional surgical services will be enhanced with a purpose-built surgical centre incorporating three new theatres, a scope room and a procedure room, which will allow for more elective and day surgeries to be performed in Albany. Dr Hames said obstetric and birthing facilities would also be substantially upgraded, meaning more women would be able to have their babies nearer to their home and families. A special care nursery would also allow for more sick babies to remain in the region. He added the new facility with expanded services would ensure patients in the Great Southern region received the best health care available."

"Providing a new hospital with modern and expanded services will enhance both the quality of patient care in Albany, as well as ensure patient safety is of the highest standard and Great Southern residents receive the best possible health care close to home, he said. Work on the detailed design of the new hospital will start within three months, with the project expected to go to tender in 2010. Construction of the new Albany Regional Resource Centre is expected to commence in 2010 with completion of the hospital section scheduled for mid-2013. The project is made more complex by the need to build around a very busy existing hospital, however, the Government expects to draw heavily on private sector procurement expertise to minimise the development timeframe, Dr Hames said. The project will also create other opportunities for private sector involvement in areas such as ambulatory services, imaging and private medical suites at the new health campus, providing even more choices for Albany people. It will also have a positive flow-on to local small businesses providing work for building and trades contractors during the construction phase."

Hon. Dr Kim Hames MLA, WA Minister for Health e-News : WA Business News, 08 Jan 2009

Coal hard US facts on carbon for Rudd : "As head of NASA's Goddard Institute for Space Studies, James Hansen might be expected to be a bit 'out there'. Coal emissions must be phased out rapidly, Dr Hansen has argued. Yes, it is a great challenge, but one with enormous side benefits. Coal is responsible for as much atmospheric carbon dioxide as the other fossil fuels combined, and its reserves make coal even more important for the long run. Oil, the second greatest contributor to atmospheric carbon dioxide, is already substantially depleted, and it is impractical to capture carbon dioxide emitted by vehicles. But if coal emissions are phased out promptly, a range of actions including improved agricultural and forestry practices could bring the level of atmospheric carbon dioxide back down, out of the dangerous range. There is no such thing as clean coal at this time, and it is doubtful that we will ever be able to fully eliminate emissions of mercury, other heavy metals, and radioactive material in the mining and burning of coal, he told *US President-Elect Barack Obama*."

"However, because of the enormous number of dirty coal-fired power plants in existence, the abundance of the fuel, and the fact that CCS (*Carbon Capture & Storage*) technology could be used at biofuel-fired power plants to draw down atmospheric carbon dioxide, the technology deserves strong R&D (*Research & Development*) support. But Dr Hansen's strongest plea to the president-elect, other than phasing out coal, was to support the development of a new generation of nuclear power plants. A presidential directive for prompt investigation and proto-typing of advanced safe nuclear power is needed to cover the possibility (*probability*) that renewable energies cannot satisfy global energy needs. One of the greatest dangers that the world faces is the possibility that a vocal minority of anti-nuclear activists could prevent the phase-out of coal emissions."

"The steady swing towards nuclear power as a solution to replacing fossil fuels within a reasonable time frame is likely to leave Mr Rudd (*Australia's Prime Minister*) as stranded on the issue as WA opposition leader Eric Ripper is on uranium mining. Dr Hansen says most experts believe the presumption that renewable energy sources will replace fossil fuels as the carbon price escalates would probably still leave the world with many coal-fired power stations in 25 years. Such a result would be disastrous

for the planet, humanity and nature. Fourth generation nuclear power (4th GNP) and coal-fired power plants with carbon capture and geo-sequestration at present are the best candidates to provide large base-load, nearly carbon-free power in case renewable energies cannot do the entire job. In our opinion, 4th GNP deserves your strong support, because it has the potential to help solve problems with nuclear power : nuclear waste, the need to mine for nuclear fuel, and the release of radioactive material. Existing nuclear reactors use less than 1% of the energy in uranium, leaving more than 99% in long-lived nuclear waste. 4th GNP can 'burn' that waste with a half-life of decades rather than thousands of years. Thus 4th GNP could help solve the nuclear waste problem, which must be dealt with in any case."

James Hansen, Director, Goddard Institute of Space Studies, NASA Extract : West Australian (Page 21), 10 Jan 2009

Following up – from the journalist who wrote the article : this is a far more sophisticated argument than anything going around in Australia at the moment and worthy of public debate.

Economic woes provide a golden opportunity to plan city properly : "The key to creating great cities usually is the existence of a clear framework for growth and change. Frameworks have taken many forms over the years, from the formulaic cities of the Roman era and the grand structure of Haussmann's Paris to the commercially conceived New York grid. A framework is not a planning scheme or a blueprint of what is to come, but a guide for future development. One way to explore such a framework is to identify key projects or 'what if' scenarios for Perth and consider the implications for the planning of the whole city. Some examples have already had a public airing, such as bridging the freeway between Parliament House and the city (*actually, what is left of the historic Perth Barracks – just the main Arch*), or the foreshore development. For many years we have been baffled by the number and variety of projects touted for the Perth foreshore land. The main reason so many schemes have failed and been so criticised is that they don't recognise the first principles of how cities work."

"Anything that happens on the foreshore should be an extension of what happens in the city, or at least created to enhance the functions of the city centre. Many schemes have attempted to reverse this maxim by imposing some peripheral function or activity that has little to do with the city's function or needs. The river's edge is an urban space that should connect the city centre to the river at a variety of places to provide the sorts of activities that are enjoyed by different people, both on land and on the water. Perhaps we need greater development such as North Sydney or Melbourne's Southbank on the other side of the river, to help balance the equation. In the next 20 years, the residential population of the city centre will grow rapidly from its current 13,000. We need to develop new housing strategies that allow for the development of a true community in the city that includes schools and other community facilities. With an estimated population of 30,000 or more, where will these community facilities go and what types of public open space will be required? There will be growing pressure to make public spaces and parks more active and better linked."

"There should be more public discussion about these and other challenges facing our city. The dialogue between the public and those who make decisions needs to be more open, passionate and interesting and, most importantly, engage a bigger participating group. What needs to be widely understood is the variety of authorities and legislations that influence or control the planning for various aspects of the city, and the need for a clear and shared vision."

Craig Smith, City Architect, City of Perth Extract : West Australian (Page 21), 19 Jan 2009

No need for veto : "While thanking *The West Australian* for reporting in some depth on important developments in the area of Aboriginal native title, the headline and introductory paragraph in your report were incorrect (Nyoongars seek land veto power, 10/1). The Nyoongar people are not seeking any 'land veto power' as was suggested by the headline. We are not seeking 'the right to veto developments planned for unallocated crown land' and we are not seeking 'fundamental change in the native title legislation'. The Nyoongar people wish to discuss with the State Government alternative ways of resolving native title claims for the South-West because the current system, through the courts, is wasteful of taxpayers' money, far too slow and unhelpful in reconciliation and 'closing the gap' on Aboriginal disadvantage."

"One alternative is the native title settlement framework currently being considered by the Victorian Cabinet, which would allow Aboriginal groups to withdraw their native title claims in exchange for mutually agreed outcomes. Successful negotiations have been achieved previously in the Kimberley and central desert areas of WA, and we are searching for a similar path to resolution. The Premier has made several statements about his desire to 'close the gap' on Aboriginal disadvantage, but as yet there's been no real acknowledgment in WA of the importance of the link between resolving native title and the wider issues of Aboriginal health, welfare and reconciliation. Let's face it, it's difficult to build a future in partnership with government if at the same time it (*that same government*) is working to ensure your people aren't recognised."

Glen Kelly, CEO, South-West Aboriginal Land & Sea Council Article : West Australian (Page 22), 22 Jan 2009

Ravensthorpe's Great Ocean Road : "The State Government should spend \$40 million on a bitumen road between Hopetoun and Bremer Bay to secure the area's future as a tourist destination, Ravensthorpe shire president Brenda Tilbrook said yesterday. After Premier Colin Barnett refused to criticise BHP Billiton before today's crucial Cabinet meeting which will decide on an assistance package for workers and businesses left stranded by the closure of the Ravensthorpe nickel mine, Ms Tilbrook said the company should also contribute to the road."

"If you put a blacktop road in between Hopetoun and Bremer Bay through the Fitzgerald River National Park around the ocean we would have a tourist drive to rival Victoria's Great Ocean Road. BHP Billiton had an obligation to contribute to the shire's recovery. They spend \$40 million of taxpayer's money to put infrastructure into our shire to prop up their residential mine. For seven years they sent their best PR people into this area to convince us to support their residential workforce, to support the mine, to go into businesses, to put shops there to keep people happy – they can't just walk away from that."

“Tourism was the only option left for some of the businesses established on the back of the nickel project. And Ms Tilbrook claimed that the price of nickel was not the reason the mine closed, citing instead problems the company had with its processing plant at Ravensthorpe which were going to cost \$255 million to fix. Even without the world economic crisis, I think that mine was on the brink anyway because of the huge errors BHP made in the design and engineering plant, she said. Mr Barnett blamed financial mismanagement in the international banking sector for the closure, rather than BHP Billiton.”

Cr Brenda Tilbrook, President, Shire of Ravensthorpe Extract : West Australian (Page 6), 27 Jan 2009

“Western Australia’s Great Southern Area Consultative Committee Inc. (transitioning to Regional Development Australia Great Southern WA) is one of 54 not-for-profit organisations across Australia, supported by the Australian Government, and providing a conduit between the region and Australian Government programs that support regional economic and social opportunities. The Great Southern ACC is managed by a volunteer Board and has a small staff to assist the Board achieve its objectives under its Strategic Regional Plan and Annual Business Plans. Under changes being implemented by the Australian Government, Area Consultative Committees are transitioning to become Regional Development Australia committees, with a broader mandate to provide strategic advice to assist the Government in its regional development objectives.”

John Vincent, Acting CEO, Great Southern ACC Advert : Albany Advertiser (Page 23), 27 Jan 2009

Beware fascism comeback : “Kevin Rudd has warned that the world faces the return of the 1930s style fascism and communism if governments fail to overcome the global financial crisis, arguing that capitalism has to be saved from cannibalising itself. In an 8000-word essay, the Prime Minister argues that left of centre governments such as his own have the policies and belief in the state to deal with the turmoil that is plunging the globe into an economic downturn not seen since the Great Depression. Mr Rudd said the philosophy of neo-liberalism – characterised by deep tax cuts and the removal of government intervention from all aspects of the economy – was now a proved failure. He writes that social-democratic governments had to rise to the challenge of building a ‘practical policy response’ to the current crisis that included a new regulatory regime for financial markets, or they would risk the rise of extremist philosophies such as those that emerged during the Depression.”

The Hon. Kevin Rudd MHR, Prime Minister of Australia Extract : West Australian (Page 7), 31 Jan 2009

Following up – and today, Kevin Rudd reportedly throws his support behind the Hopetoun-Bremer Bay Road through Fitzgerald River NP.

Heritage boss goes with shot at political masters : “Retiring Heritage Council of WA director Ian Baxter says politics needs to be taken out of heritage issues in WA, including removing the Minister from the decision-making process. Mr Baxter, who forged his reputation as a heritage tough-nut during the Old Swan Brewery debate of the early 1990s and the prosecution of a Peth developer for illegally demolishing the old Railway Hotel in Barrack Street, retired on Friday after 17 years as the State’s heritage boss. Mr Baxter’s parting shots come as the council prepares to re-list a Beaufort Street property owned by former Labor heritage minister Michelle Roberts, which she had allowed to slide off the interim register while in the job. He said the council should be given more autonomy, with appeals sent to an independent arbiter such as the State Administrative Tribunal. If they had the guts to do it, the Government could have a ‘call-in-power’ for a decision the Heritage Council might make on matters of strategic importance, like when *heritage is in the way of a new railway or port*, he said. It amazes me that ministers have time to sign off on every registration. The council should be given more autonomy and responsibility to deal with things independently. Until that happens, we’ll continue with this dog’s breakfast.”

“Mr Baxter listed Heritage Council successes as retaining Newspaper House in St. George’s Terrace (Perth), the Raffles Hotel (Melville), buildings at 140 Williams Street now under redevelopment (Perth), the Midland Railway Workshops (Swan), the conversions of the Old Maltings building in Northbridge (Perth) and the Bunbury silos (Bunbury), and the retention of the East Perth Power Station (Perth). But successive Governments had failed to address the power station and Old Treasury Building (Perth), which represented wasted opportunities. The council’s greatest success had been putting heritage issues ‘on the map’ after a long period when many heritage buildings were destroyed. When I first came in, people didn’t understand what heritage was and what we were trying to achieve, he said. We’ve introduced conservation plans for 70% of our listed places and they have become like a bible for developing heritage places. WA has 1300 heritage-listed places.”

Ian Baxter, Past-Director, Heritage Council of Western Australia Article : West Australian (Page 18), 02 Feb 2009

Following up – The Heritage Council of Western Australia and Ian Baxter were contacted on no less than ten occasions between 1999 and 2008, with requests to brief the HCWA on the Rainbow 2000 project, and later the Albany Amity Heritage Precinct nomination as part of Australia’s national cultural heritage associated with convict colonial settlement – all requests were declined throughout the Court Coalition and Gallop / Carpenter Labor years, with several Chairman choosing not to address Albany’s heritage conundrum.

Local councils urged to reduce numbers : “Local councils have up to six months to advise the state government of their amalgamation plans and intentions to reduce the number of elected members. Minister for Local Government John Castrilli today announced the strategies for local government reform based on a voluntary reduction in the number of individual councils. The Liberal-National government strategies aim to achieve greater capacity for local government to better plan, manage and implement services to their communities with a focus on social, environmental and economic sustainability. Mr Castrilli, who announced the strategies at a combined local government ward meeting in Exmouth, said he hoped future merged councils would also reduce their total number of elected members to between six and nine. I am inviting each of the 139 councils within Western Australia to embrace this opportunity to voluntarily amalgamate and to voluntarily reduce the total number of elected members for each council, he said.”

“Mr Castrilli’s comments were heavily criticised by the Western Australia Local Government Association president Bill Mitchell, who said the state government has broken its election promise. Councillor Mitchell said that prior to last year’s state election,

WALGA had secured commitments from both the Liberal and National parties that there would be no forced amalgamations of councils. He also criticised the six month deadline announced by Mr Castrilli, who says it is enough time for each council to report amalgamation and reduction plans. There is nothing voluntary when you are given a six month deadline and told what the outcome has to be and that if you don't volunteer it will be forced, Cr Mitchell said. He added that over the past four years, WALGA had research and consulted with the sector on achieving greater sustainability, with the final plan now being implemented by 135 out of 139 councils in the state. What this announcement has done is damage all work towards regional cooperation by Local Governments who will now be focused only on ensuring their own survival in an amalgamation process, Cr Mitchell said."

"Mr Castrilli has also requested all local governments to form appropriate regional groupings of councils to assist with the efficient delivery of their services. This would be in line with proposed grants to local government, under the recently announced Country Local Government Fund which services individual councils and their regional organisations. The strategies I have announced today take the regional approach to decision making to another level for local governments within WA, he said. In October last year, I established the Local Government Sustainability Joint Steering Committee to review the West Australian Local Government Association Sustainability Study and develop an implementation strategy. After carefully considering its recommendations and additional research, I am convinced that local government in its current form is simply not sustainable. Mr Castrilli said there were 85 local councils in WA serving populations of less than 2,000 people. He also noted more than 50 councils had representation ratios of one councillor to less than 100 electors and this ratio fell as low as one to 20."

"The benefits from amalgamations across the state, including metropolitan Perth, will be very significant, the Minister said. These include achieving greater economies of scale, elected members clearly focusing on governance and long-term strategic planning. Increased competition for staff positions within the sector will be a welcome change from the present situation. Mr Castrilli observed that fewer, yet larger, local governments would improve their State and Federal Government lobbying capacity, and this may lead to additional funding and partnerships from those levels of government and the private sector to further improve services to communities. To oversee and assist local governments with implementation of the strategies, the Minister is proposing to establish a Local Government Reform Steering Committee to include public and private sector representation and two elected members of the Local Government Advisory Board. Four working groups will report to the steering committee on a regular basis. I urge each local council to take every advantage of this opportunity for voluntary reform, Mr Castrilli said."

Hon. John Castrilli MLA, WA Minister for Local Government e-News : WA Business News, 05 Feb 2009

Brave stab at local council reform : "Major reform of local councils has been an issue successive governments have been happy to avoid for decades. Some ministers have tinkered with it but mostly it has been kept in the bottom drawer, waiting until someone was brave enough to take it on. The Barnett Government has shown leadership by tackling the issue head-on with a serious package of reforms. Unfortunately those reforms bear no relation to promises made before the September 2008 election. Labor's voluntary amalgamations, hands-off approach failed dismally to offer real reform, with few councils taking up the offer. The Liberals, Labor and even the councils themselves agree local government is unsustainable and amalgamating inefficient authorities to create economies of scale has long been touted as a solution. It has worked with varied success in other States."

"There are 139 (*sic 141 local*) councils in WA – with 1300 elected members and 11,000 council workers and each is keen to protect its patch. So whether it works or not, Local Government Minister John Castrilli has just unleashed a State-wide turf war. There is no doubt the Liberal version of 'voluntary' amalgamation is a bit of a sham but the test for Mr Castrilli is what he does after the six-month deadline and whether the Government has the political will to reduce the number of councils in WA – not just in the country, but in metropolitan Perth as well. It won't be easy to get through Parliament when all the back-benchers are lobbied by their communities and councillors."

Dan Hatch, Journalist, WA Newspapers Article : West Australian (Page 6), 06 Feb 2009

Oakajee the only long-term option : "Yilgarn Infrastructure's \$2 billion proposal to build a rail network and export iron ore through Geraldton port should be seen as an interim option but should not jeopardise the proposal for a port at Oakajee, the local mayor said yesterday. Geraldton-Greenough mayor Ian Carpenter said he recognised the benefit of the Yilgarn plan in allowing junior miners to speed up plans to export their ore, but he was concerned that the proposal would (*eventually*) compete with Oakajee for business. I would have to ask questions about whether that is likely to cause any difficulties with the business case for Oakajee, Mr Carpenter said. I certainly wouldn't like to see it there as a long-term option – the long-term option is it (*iron ore and other exports*) must go through (*the port at*) Oakajee."

Mayor Ian Carpenter, Geraldton-Greenough City Council Extract : West Australian (Page 11), 09 Feb 2009

Oakajee the only long-term option : "In a proposal to the Government on Friday, Yilgarn Infrastructure claimed it could build a railway by 2011 and provide a solution for miners wanting to export before Oakajee's scheduled completion in 2014. China's Exim Bank has approved funding for the project on the condition that the proposed port at Oakajee goes ahead. But Colin Barnett again dismissed the proposal yesterday, saying the Government was bound to honour a tender process which had granted preferred developer status to rival infrastructure company Oakajee Port and Rail. It would divide the effort and threaten the viability of the Oakajee project, the Premier said, (*adding*) he was hoping to sign a development agreement with Oakajee Port and Rail in the next few weeks."

Hon. Colin Barnett MLA, Premier of Western Australia Extract : West Australian (Page 11), 09 Feb 2009

Oakajee the only long-term option : "Construction, Forestry, Mining and Energy Union secretary Kevin Reynolds urged the Government yesterday to consider Yilgarn's plan, which was expected to generate 2200 jobs during construction and another 800 jobs in mines. This Government is just about ruling out projects left, right and centre, Mr Reynolds said. If there is a project out

there that can employ this amount of people it should be very seriously considered. Shadow State development Minister Mark McGowan also criticised Mr Barnett for rejecting the Yilgarn proposal, calling on the Government to at least consider it.”

Kevin Reynolds, Secretary, CFMEU Western Australia Extract : West Australian (Page 11), 09 Feb 2009

Industry calls for council mergers : “Council inefficiencies are a major cause of delays and cost blowouts on developments and the State Government should fast-track local authority amalgamations immediately, according to the property industry and developers. Local Government Minister John Castrilli has given the State’s 139 (*sic 141*) councils and the WA Local Government Association until August to decide their preferred amalgamation opportunities. He also announced a reduction in the number of councillors to between six and nine for each authority and the establishment of four new working groups looking into strategic planning, urban development, training and legislative reform.”

“Property Council of Australia (WA) executive director Joe Lenzo said the reforms were urgently needed to stop delays and cost overruns caused by too much interference by elected members with the development approvals process. Unsustainable and generally smaller local governments are not able to deal efficiently with modern day planning and development issues and this is causing delays and higher costs. Elected members should be responsible for governance and strategy, including overall policy for development assessment. However, the assessment of individual development applications should be done by independent expert panels in the local authority.”

Joe Lenzo, Executive Director, Property Council WA Extract : West Australian (Page 58), 18 Feb 2009

Approval for Albany Marina : “Environment Minister Donna Faragher has approved the implementation of the Albany Protected Harbour development, based on information that the proposal meets strict environmental guidelines in relation to Princess Royal Harbour. LandCorp proposed to develop the Albany Protected Harbour through the expansion of the existing Albany Town Jetty with a breakwater that would shelter a 6.6 hectare area of water. The proposal was designed to complement LandCorp’s Albany Foreshore Redevelopment Project, creating a tourism and entertainment precinct on the adjacent foreshore. The Minister sought advice from the Environmental Protection Authority (EPA) and other relevant regulators.”

“Mrs Faragher amended the EPA’s conditions by more clearly defining the sentinel mussel monitoring program. This is a program whereby the proponent, LandCorp, will be required to deploy and regularly harvest ‘sentinel’ mussels to monitor for certain metal contaminants as verification that the construction of the harbour is not impacting on the marine environment and human health,” she said. The modifications approved by the Minister to the program were consistent with advice from the Department of Health. The monitoring program would be developed in consultation with the Department of Fisheries. LandCorp must also monitor and meet water quality and sediment objectives set by the EPA in Royal Princess Harbour and monitor and replant seagrass around the breakwaters.”

The Hon. Donna Faragher MLC, Minister for the Environment Media Statement : GMO, 18 Feb 2009

Unified planning scheme in sight : “A unified planning scheme for the City of Albany is finally within sight more than a decade after the Town and Shire amalgamation. Albany Mayor Milton Evans said Tuesday’s Council decision to send its draft Local Planning Scheme #1 to the Environmental Protection Agency (*sic Authority*) and the WA Planning Commission was a landmark moment for Albany. For the past decade the City’s planning has been based on the separate planning schemes inherited from the Town and Shire. This has created inefficiencies and misunderstandings at times, but it was the only way to manage after amalgamation. When the new planning scheme is assessed, amended as necessary and adopted, planners and developers will enjoy a clearer, more efficient system. If approved by the WA Planning Commission and the EPA, the Local Planning Scheme would be referred back to Council to be advertised for public comment for another three months.”

“After considering submissions and modifying the scheme as necessary (*or required*), it would be considered for final adoption by Council and resubmitted to the Minister for approval. Final approval (*by the Minister for Planning*) is obviously months away, if not longer, but the City finally has a draft document and full adoption is on the horizon, Mayor Evans said. Planners and developers have been urging the Council to make progress on the unified scheme and it is pleasing to see this milestone moment. The new scheme has been written for the entire municipality of Albany, and takes into account a wide variety of planning needs. Mr Evans said that among the principles followed in developing the scheme was the protection of key infrastructure such as port, sewerage and power amenities. The document also seeks to protect Aboriginal and European heritage, promote sustainability and promote higher density urban areas with positive community interaction.”

Mayor Milton Evans, City of Albany Extract : AGS Weekender (Page 3), 19 Feb 2009

Following up – A Draft Local Planning Scheme for a Municipal District only enjoys legal status when it has been approved by the WAPC and EPA for public advertising (planning policy) – which may well take several months to achieve in itself. Albany is one of the most marginal seats in the WA parliament, and LPS Ministerial approval could be a major election issue at the next State election – 2013, either pre-emptively or as a consequence of interpretation of response to planning issues – particularly maintenance of port access.

Goode Beach residents live under fire threat : “Goode Beach residents are living in fear they will be the next bushfire victims. The Frenchman Bay Association has been fruitlessly appealing for help for three years to establish a fire shed and enforce fire safety on private property. FBA president Graeme Bolt said the main road had been closed in the past three bush fires, trapping the residents in. There’s a second road, with a locked gate and we’ve asked the council to open it in case of a fire and they refused – we really need a second way out, Mr Bolt said. Fire is the highest priority on everyone’s minds and if the council doesn’t follow up with ensuring fire hazards on private lands are reduced, it’s a worry. Mr Bolt said 60% of the hazard existed on private property and the council had the authority to clean up properties and send owners the bill to ensure safety regulations were met.

City of Albany Mayor Milton Evans said notices to reduce fuel loads had been sent out to Goode Beach residents but the access track would not be opened to the public.”

Graeme Bolt, President, Frenchman Bay Association Extract : Albany Advertiser (Page 3), 26 Feb 2009

WAC alone not to blame for woes : “It is easy to blame the woes at Perth Airport on Westralia Airport Corporation, the owner of the 99-year lease bought from the Commonwealth Government in 1997, but the problems are more complex. For the first five years of its lease, WAC had to submit investment plans in the first instance to the Australian Consumer and Competition Commission. Almost none were approved, limiting what could be done with the airport. Following the removal of the ACCC from the approval process, WAC was able to work directly with the airlines, but air travel was in a savage downturn after 9/11 and the collapse of the airline Ansett.”

“However, by late 2002 investment in improvements started to flow and the initial focus was the badly designed international terminal that WAC had inherited. Later, the WAC resurfaced the runways and built some taxiways to ease airport congestion. But a \$30 million upgrade of the international terminal to address the departure and arrival levels nightmare was given the thumbs down by Qantas and other airlines. At issue was that the cost would have to be passed on to passengers. Certainly, the airport has pursued a high-profile land development strategy, but that has always been part of the master plan for the airport to become a major transport / logistics hub.”

“However, there is no doubt that both Perth Airport and key airlines were slow to react to the upswing in traffic that started to appear in 2003. It is well known that the previous Qantas management in Sydney was reluctant to spend on the airline’s Perth domestic terminal. Finally, it appears that all parties involved are ‘on the same plane’ which means improvements will start to flow. But there are shortcomings in Perth Airport’s location of the regional Terminal WA on the western side of the international terminal in that the second parallel runway to be constructed to the east later this decade is designated by its length to be for regional and domestic traffic. This layout will lead to congestion and delays as aircraft taxi long distances.”

Geoffrey Thomas, Contributing Writer, Australian Aviation Extract : West Australian (Page 13), 02 Mar 2009

Following up – Mr David Crawford, Chairman of Westralia Airports Corporation was appointed acting president of the National Competition Council in August 2004. Although the Council is funded by the Commonwealth Government, it is accountable to all Australian States and Territories through the Council of Australian Governments (CoAG). As a statutory body, the Council is independent of the executive (political) arm of governments.

Outdated town plan is to blame : “I attended last week’s Nedlands council meeting and saw first-hand how our elected representatives deal with planning in the commercial precinct of Hampden Road. The particular proposal under consideration was for an office development on the corner of Hampden Road and Gordon Street, Nedlands. A majority of councillors described the *proposed* building as ghastly, cheap, out of character with the area and something that would be more likely found in Kwinana or Osborne Park (*Industrial Areas*). In short, they just didn’t like the architecture and voted accordingly. What these councillors fail to understand is the process that drives the sort of design they are so aghast at. The reality is that commercial design is driven by the criteria in the city’s planning documents – ie. plot ratio, setbacks, height, number of car bays, etc.”

“Nedlands has a town plan that is well past its use-by date (adopted in 1982), but it still remains the only planning document available to guide developers. It is an absolute dereliction of their duty for councillors to allow this situation to continue. I suggest they stop complaining about the designs their outdated planning policies produce, and do the hard work of developing a new town plan. This would enable the community to move forward with a modern town planning scheme that gives clarity to the city’s vision and hopefully encourages design innovation and appropriate responses to the changing environment.”

Richard Harris, Nedlands Resident & Taxpayer Extract : Mosman Cottesloe Post (Page 26), 07 Mar 2009

Japan’s link to Anzac legend : Albany media consultant Denise Smithson is on a mission to piece together the mystery of a Japanese battleship and its part in the Anzac legend. The research project, *Japan’s Forgotten Link to the Anzac Legend*, has been partially funded by the Australia Japan Foundation, part of the Department of Foreign Affairs and Trade, and started this month. Mrs Smithson’s consultancy, Smithson Media, is researching the Japanese ship, His Imperial Japanese Majesty’s Ship Ibuki, which had been part of the naval escort of the Australian and New Zealand Expeditionary Forces to the Middle East at the beginning of World War I in 1914. After sailing from Japan, via New Zealand, HIJMS Ibuki played a pivotal role in the protection of the convoy of troop ships assembled from around Australia and New Zealand, and on November 1, 1914 sailed from Albany in Western Australia, Mrs Smithson said.”

“Smithson Media is seeking information about the role the Ibuki (*pronounced E-boo-key*) played in the protection of the ANZEF fleet as the troop convoy made its way to Egypt and eventually Gallipoli. It would be a difficult task, as records and sources of information were sparse, Mrs Smithson said. But I like a challenge. I know how important the Anzac legend is to Albany, and this is a chance to fill out the story, she said. Albany has a profound and continuing connection with the Anzac legend. Uncovering more information about the Ibuki would add to Australia and Japan’s knowledge and understanding of each other’s place in world history. It was also significant given the growing economic ties Albany had established through export to Japanese markets. Smithson Media will research in Australia, Japan and New Zealand and publish findings in a report to the government and project partners when it is completed in May next year. Smithson Media is still seeking funding partners for this project and would welcome discussion with interested parties.”

Denise Smithson, Managing Director, Smithson Media Article : Albany Advertiser (Page 4), 10 Mar 2009



HIJMS Ibuki (foreground) and HMS Minotaur (background) at anchor in Wellington Harbour, New Zealand, 1914.

(Photo courtesy of Royal New Zealand Navy : Public Relations).

Following up – the research program is complete, and there is definitive evidence of Japanese visitation to the Port of Albany in preparation for and escort to the 1st Australian & New Zealand Expeditionary Force fleet of November 1914.

Port still in bottleneck : “CBH has put in place a revised shipping allocation system to relieve congestion at Albany’s port after bottlenecks left grain ships in limbo for weeks waiting to be loaded. Congestion has been a major problem for all ports since deregulation saw the number of exporters rise from two to 22 and the shipping period cut from 12 to three months to capitalise on the northern hemisphere winter. Grain ships have been lined up outside Albany’s harbour to load 15,000 to 54,000 tonne shipments of barley, wheat and canola destined for Singapore, China and Iran, and locally to Fremantle and Esperance. CBH’s revised shipping allocation will see marketers submit an expression of interest in order to book shipping slots to export grain instead of booking ad hoc.”

“The system has been designed to regulate books on the shipping stem so monthly shipping requirements meet the capacity of the up-country (*hinterland*) transport network. Albany Port Authority chief executive Brad Williamson said the bottlenecks were being experienced at all WA ports. It’s quite common for ships to have to wait (*in gauge roads*) to be loaded – it’s just unusual for Albany, which is a smaller port. While ships are waiting, the cost of demurrage isn’t likely to have negative long-term effects with the cost of shipping dramatically falling, in some cases by 98%, making it significantly cheaper for exporters.”

Brad Williamson, CEO, Albany Port Authority Extract : Great Southern Farmer (Page 1), 10 Mar 2009

Port still in bottleneck : “CBH grain operations general manager Colin Tutt said their standard monthly shipping figure had dramatically increased from 650,000 tonnes to 1.1 million tonnes across all WA ports. In Albany, the figure has increased from 50,000 to 90,000 tonnes a week due to soaring demand by marketers. But last year’s late harvest and low-quality grain close to port are also playing a part. To keep up with demand, CBH has called in extra road resources carting another 2000 tonnes a day up from 8500 tonnes from outlying receivable points. And it has put on two extra (*rail freight diesel*) locomotives, but says funding is desperately needed to maintain the railway tracks (*narrow gauge*), which are owned by the State Government and leased to WestNet Rail.”

Colin Tutt, General Manager, CBH Grain Operations Extract : Great Southern Farmer (Page 1), 10 Mar 2009

Port still in bottleneck : “WestNet Rail general manager Paul Larsen said \$200 million was needed for grain rail re-sleepering, \$150 million for upgrading rapid loading cells at CBH and \$50 million for upgrades to roads that fed grain to the rail network. The upgrades would set up the industry for the next 15 years and had secured Federal funding, but the State Government failed to meet a March 1 deadline on its decision to fund its one-third share of costs for the rail rescue package, Mr Larsen said. Unless all

funding requirements were met, it would mean the demise of the narrow gauge rail network and grain freight would be forced to transfer to road to the tune of 300,000 extra heavy vehicle movements a year (*presumably across WA from bins to port*). With an announcement likely at the end of the month, Mr Larsen was hopeful the State Government would come to the table.”

Paul Larsen, General Manager, WestNet Rail Extract : Great Southern Farmer (Page 1), 10 Mar 2009

Port still in bottleneck : “Gnowangerup shire president Ken Pech has been calling on the government to make an immediate decision on the railway rescue package. At present, grain is carted by road from Gnowangerup despite a railway spur sitting unused. Mr Pech said they (*the Shire of Gnowangerup*) had major problems with roads, especially Chester Pass Road, which was constantly cut up from heavy transport, and CBH needed to upgrade its out-loading facilities.”

Cr Ken Pech, President, Shire of Gnowangerup Extract : Great Southern Farmer (Page 1), 10 Mar 2009

Following up – While Cr Ken Pech is probably referring to a different section of Chester Pass Road, the comment is equally applicable to the approaches at Albany’s main entry roundabout at Albany & South Coast Highways, with Chester Pass, North & Hanrahan Roads.

Conclusion of exercises OCEAN PROTECTOR & TASMANEX – RAN & RNZN : For the first time in over 20 years, the Royal Australia Navy (RAN) will exercise its right to the Freedom of Entry to the City of Sydney on Saturday 14 March 2009. After a number of ceremonial activities, the parade will commence at 10:00am from The Rocks. The parade of Officers and Sailors will march along George Street, past the Sydney Town Hall, turn right into Liverpool Street and finish adjacent Tumbalong Park, Darling Harbour at 11:30am. The Queen’s Colour will be paraded as part of this ceremony and will be the first time it has been paraded by the Royal Australian Navy in Sydney since it was presented by the Governor General in 1989. It is expected that there will be up to 5000 RAN personnel marching along with Australian Naval Cadets from all over NSW and the ACT. This march will be the largest parade of naval personnel since the World War II Victory in Japan Day Parade in 1945. More than one third of the RAN will be participating, and an event of this scale is unlikely to occur again in the near future.”

Website : Royal Australian Navy (Freedom of Entry to the City of Sydney), 13 Mar 2009

Following up – 2011 is the centenary celebration of the establishment of the Royal Australian Navy.

Farmers asked to cart grain as trains struggle : “Western Australia’s main grain-handling body has asked farmers to use their own trucks to help get this year’s harvest to port as frustration with the dilapidated rail network reached a new high yesterday. Cooperative Bulk Handling chief executive Imre Mencshelyi said the rail system was at breaking point because it was at maximum capacity. Carrying excess grain in trucks was the only option, despite presenting a whole host of other problems. If this is a precursor to what’s going to happen in the future, we need some urgent action, he said. You’re talking about a \$4 billion industry and the sad part about what’s happening today is if we’re unable to meet the surge capacity required by the transport system then we run the risk of our buyers going to other countries for grains and once they go there, will they come back?”

“Mr Mencshelyi attributed the pressure on the rail network to the deregulation of the wheat marketing system, with 22 exporters now flooding the system. With this unprecedented requirement for volume movement, it has really come to the fore that our system is not good enough. We’ve had to ask road transport owners to bring additional surge capacity into the system. We’ve never done that before. CBH chairman Neil Wandel phoned Transport Minister Simon O’Brien, Agriculture Minister Terry Redman, Regional Development Minister Brendon Grylls and Planning Minister John Day yesterday to voice his frustration. The State Government is under pressure to create a long-term plan for the future of WA’s rail network and fund an immediate \$400 million injection into the system, as called for by the WA Grain Infrastructure Group late last year.”

“WA Farmers grains president Derek Clauson said the problems with the rail network had not surfaced overnight and simply putting more grain on the State’s roads would only exacerbate the problem. He said 94% of WA’s grain was exported. There are many of us deeply concerned that the cash market for grain here in WA will evaporate because of the inability to get it to port and away to export markets, he said. Mr O’Brien said the Federal Government was conducting a short-term review of the funding required for the grain rail network and he intended to address the issue considering it had been ignored by the previous (*State & Federal*) governments. It is not accurate for CBH to blame the rail network for its own short-comings in its planning for what is the State’s second biggest grain harvest. The Government is working with (network operator) WestNet Rail to use taxpayers’ money in the most efficient and cost-effective manner to support the network.”

Neil Wandel, Chairman, Cooperative Bulk Handling Article : West Australian (Page 6), 17 Mar 2009

Governments doomed to fail on Aboriginal welfare : “The Federal Government’s ambitious plan to close the life expectancy gap between Aboriginal and non-indigenous Australians is doomed to fail, according to one of WA’s most outspoken advocates for Aboriginal welfare. In a speech last night, former governor Lt-Gen. John Sanderson lambasted successive Commonwealth governments for their treatment of Aboriginals, though he applauded Prime Minister Kevin Rudd’s landmark apology to the Stolen Generation last year. He said the creation of multicultural cities that were separated from the Australian landscape demonstrated we had more respect for ‘alien cultures’ than our own continent or its spiritual legacy. Perhaps worse, we continue to develop policies towards indigenous people on the basis of assimilation rather than respect for and commitment to the preservation of the special spiritual relationship they (*Aboriginals*) have with the landscape.”

“Programs such as Overcoming Indigenous Disadvantage, Closing the Gap and (the) Northern Territory interventions are all economically rationalist in nature and assimilationist in intent, he said. Despite the earnestness of their intent, they have all failed or are failing. Lt-Gen. Sanderson said Mr Rudd’s apology was a cathartic experience for the nation but there was still a long way to go before the socio-economic gap between Aboriginals and the rest of Australian society was overcome. At this early stage, one year later (*following the federal government’s apology speeches*), there are no obvious shifts in the way policy is negotiated

between the bureaucracies of Federal and State governments, he said. Aboriginals were not involved in processes that would determine their futures, he said.”

Lieutenant-General John Sanderson AC, Former WA Governor Extract : West Australian (Page 9), 17 Mar 2009

MPs oppose council mergers : “Two senior Federal Liberal MPs have opposed the Barnett State Government’s plans for widespread amalgamations of the State’s 139 (*sic 141*) local government authorities. Federal O’Connor MP Wilson Tuckey and Kalgoorlie MP Barry Haase said they were against forced mergers touted by Local Government Minister John Castrilli when he announced his plans last month. Their stand comes as interstate experts warned local government leaders at a WA Local Government Association forum yesterday that amalgamating councils to create cost savings was a furphy which had failed in other Eastern States. Mr Tuckey, whose wheat belt electorate is made up of 50 councils (*including all 15 of those in the Great Southern*), said he was ‘very strongly opposed’ to forced amalgamations and joined WALGA president Bill Mitchell in claiming Mr Castrilli had released his plans without consulting the WA Liberal party room or State Cabinet.”

“Mr Tuckey said Mr Castrilli had failed to take into account the social impact of amalgamations in country areas. I can find no support for it, he said. Mr Haase, whose electorate has 34 councils, were already sharing resources and amalgamating where it was practical and appropriate. He said the State Government would be better placed providing resources in this capacity. It is understood the issue will be debated at the Liberal Party’s State Conference on Saturday where the Laverton Branch is expected to move an urgency motion. Mr Castrilli has refused to repeat comments he would force inefficient councils to merge if they did not come up with voluntary plans, fuelling speculation he would not be able to get legislation through Parliament and lacks broader party support. The Labor Party has said it would oppose any bill, along with Independent Kalgoorlie MP John Bowler, that forced council mergers. The Nationals have a voluntary amalgamation policy.”

“Mr Castrilli said he had invited councils to put their solutions to him by August on a voluntary reform basis when he would decide ‘which is the way forward’. He said he was confident they would adhere to his request. A key aspect of the voluntary reform process is community consultation, it is in that context that I welcome the input of my Federal Liberal colleagues, as I do all members of the community. Local Government Association of Queensland policy director Greg Hoffman said the sustainability of councils was determined by the policies implemented, not their size. He said 12 months after amalgamations in Queensland many Councils were struggling with significant costs, including a \$400,000 annual travel bill for the new Torres Strait super council to get councillors to meetings. Lead consultant on the South Australian council amalgamations in the late 1990s, Ian Dixon, said half of that State’s councils were still unsustainable following reductions from 118 to 69, though sustainability had not been a motive for the mergers.”

Hon. Wilson Tuckey MHR, member for O’Connor Extract : West Australian (Page 16), 17 Mar 2009

Residents have development concerns : “The magic of heritage houses in central Albany could be lost by a three-storey development, feared by residents to be too tall and too modern. Residents have criticised the City of Albany for spending money on creating a Central Albany Urban Design Policy, requiring new buildings to be in keeping with surrounding residences, and then totally ignoring the policy to approve the development on the corner of Melville and Vancouver Streets, (*Mt. Melville*). Melville Street resident Gary Cutler believed the City had double standards in approving development. It seems they have one rule for some people and another for others, he said. Just to build a front fence at my house, I had my plan knocked back three times before the council approved it but they approve this. Mr Cutler believed the development did not comply with the urban design policy, as it did not have the same block and scale, nor character, as existing residences in the area. Why did the City pay Patric de Villiers (*Urbanizma*) to come up with this policy, put it out for public comment, and then totally ignore it?”

Gary Cutler, President, Albany Chamber of Commerce & Industry Extract : Albany Extra (Page26), 20 Mar 2009

Oakajee ‘a watershed’ moment for Geraldton & Mid-West : “The \$4 billion Oakajee port and rail project in the Mid-West would be Australia’s most significant industrial development over the next 25 years, Premier Colin Barnett said yesterday. After signing a development agreement with infrastructure provider Oakajee Port & Rail, Mr Barnett said the project was a watershed for the country because of the involvement of Australia, Japan and China. The \$2.4 billion rail component of the project is expected to service emerging iron ore miners in the Mid-West and the port hopes to be shipping about 35 million tonnes a year when it opens in 2013-2014. OPR is a joint venture company between Mid-West miner Murchison Metals and giant Japanese conglomerate Mitsubishi. Mitsubishi’s executive vice-president Jun Kinukawa said OPR would welcome Chinese involvement. Chinese steel companies have invested heavily in Mid-West Iron Ore companies.”

Hon. Colin Barnett MLA, Premier of Western Australia Article : West Australian (Page 6), 21 Mar 2009

Traffic flowing better into Albany Port : “On behalf of the CBH Group, a major user of the Albany Port, I take this opportunity to congratulate Landcorp on the recent upgrade to Princess Royal Drive in Albany. The upgrade was carried out from the intersection of York Street and Princess Royal Drive to the entrance of the port (*Duyfken Boat Shed*) and has seen dedicated truck lanes and dual carriageways introduced to assist with traffic flow. It has provided transporters with a safe and modern traffic flow into the port and has meant safer access and smoother delivery for all port users. During peak times at the Albany Port, more than 300 trucks move through the terminal a day. The port is used for the export of many different products including grain, wood chips, sand and logs, and is also used for the import of fuel and fertiliser. No doubt all users of the port will join me in thanking Landcorp for carrying out the upgrade. It’s made delivering to the Albany port safer, smoother and more efficient.”

Richard Simonaitis, Regional Manager GS, Cooperative Bulk Handling Article : GS Farmer (Page 2), 24 Mar 2009

Following up – In the event of a motor vehicle accident, there will probably be several parties to any insurance claim – the State Government (Landcorp, DPI, Main Roads & the Insurance Commission), the City of Albany, the Albany Port Authority, and the transporters involved (including WestNet Rail) – claimants generally go after anyone who can afford it – particularly those who admit liability, no doubt.

Govt confirms support for Anzac peace park : “Australian government funding for three ready-to-go local infrastructure projects in Albany has been confirmed. A total of \$626,000 has been provided for the Anzac Peace Park, the upgrade of the Anzac memorial on Mt. Clarence and a mountain bike trail. Albany MLA Peter Watson said the funding would help generate construction activity and support local jobs. It will also benefit our local community by delivering much-needed upgrades to our public open spaces. The funding is part of the Rudd government’s \$800 million Community Infrastructure Program. Mr Watson said the support for Albany’s Anzac links was important in the lead-up to the centenary of the Gallipoli invasion.”

“Albany holds a key place in the Anzac legend and it is important we do all we can to recognise this. The Albany Anzac Peace Park will enable visitors to Albany as well as Albany locals to learn about our key role in Australia’s military heritage. Mr Watson highlighted the significant role Albany played in the history of the Anzac Day dawn service. The service, which is now a part of our cultural heritage, traces its roots back to a service held on Mt. Clarence in Albany. Mr Watson had a dig at the State Government’s recent promise to the regions of money through the Royalties for Regions program. He said it was a clear departure from the National Party’s pork-barrelling. Real regional development stimulates the economy and happens across all of our regions.”

Hon. Peter Watson MLA, Member for Albany Extract : AGS Weekender (Page 5), 02 Apr 2009

EPA’s review of EIA process : “Environment Minister Donna Faragher has commended the Environmental Protection Authority (EPA) on its comprehensive review of the Environmental Impact Assessment process (EIA) in Western Australia. The EPA Review has covered all aspects of the EIA process and delivers on ensuring sustainable development in Western Australia by concentrating on risk based assessment, ensuring a focus on the environmental issues that matter, with enforceable outcome-based environmental conditions to hold proponents to account. This has been achieved without diluting the rigour of the process or the independence of the EPA and with the broad agreement of all stakeholders through comprehensive consultation over the past year. The review’s recommendations are also consistent with the State Government’s commitment to reforming approval processes by reducing complexity and ensuring timeliness of reporting by requiring timeframes for each stage of assessment,” Mrs Faragher said. The EPA has also raised several issues relevant to all approvals and I will be discussing these with the Ministerial Taskforce chaired by the Premier.”

“The Minister has also announced the appointment of a taskforce, to be chaired by EPA Chairman Dr Paul Vogel, to develop a state-of-the-art environmental data system for WA, using a co-investment government-industry-community partnership model for collecting, reporting and accessing environmental data. Significant government and industry resources are committed to environmental investigations, monitoring and research around the State. Environmental data collection is often costly and uncoordinated,” Mrs Faragher said. A shared environmental data system will be good for the environment by providing for better government decision-making, improved project planning and management by industry, greater access to information for natural resource managers and the community and reduced duplication of effort and expenditure generally. In addition, I will be establishing an Environmental Stakeholder Advisory Committee comprising of representatives from conservation and industry groups to consider the outcomes of the EIA Review and the current native vegetation clearing review (the ‘Middle Review’) when completed and to provide advice on future legislative reform within the environment portfolio.”

Hon. Donna Faragher MLC, Minister for the Environment Media Statement : GMO, 02 Apr 2009

Business angry at strategy delay : “The State Government has refused to release WA’s long-awaited infrastructure strategy because it is reviewing it, sparking outrage from WA’s peak business group and the Opposition which took more than three years to develop the plan. Treasurer Troy Buswell said yesterday he would not release the ‘grossly out-dated’ strategy, which was created by the former Labor Government and business groups, because the Government had different priorities. He also cited Cabinet confidentiality. There are some very positive components in the strategy that was produced. However, some of the previous strategy reflected the political priorities of the former government, not ours. It’s not about throwing out the work that’s done, it’s making sure it’s aligned with our political priorities. But also I think it needs to have a strategic look at the role of Government in the delivery of social and economic infrastructure. His priority was the review of the capital works program, which would be in next month’s budget. ... he would assess the need for a long-term infrastructure plan after that.”

The Hon. Troy Buswell MLA, State Treasurer Extract : West Australian (Page 10), 06 Apr 2009

Business angry at strategy delay : “But shadow planning minister Mark McGowan said the strategy was vital for business to plan with some certainty. The Government’s refusal to release the strategy was an indictment on the Premier’s pledge of openness and accountability. The fact that Mr Buswell has not released the strategy shows a complete lack of concern for proper process and decent planning in WA. The State Infrastructure Strategy was meant to be a blueprint for business in WA – not a paperweight for the Treasurer’s office.”

The Hon. Mark McGowan MLA, Shadow Minister for Planning Extract : West Australian (Page 10), 06 Apr 2009

Business angry at strategy delay : “Chamber of Commerce and Industry WA economic policy director John Nicolaou said it was ‘understandable, yet, regrettable’ that the strategy was no longer considered relevant given the review process started in October 2005. What remains critical is that the new Liberal-National State Government commits to develop and put in place a framework in which future proposed social and economic infrastructure projects can be assessed to determine whether they proceed, and if so, when, he said. The need for such a forward-looking strategy has never been greater. The Government has come under pressure from a number of sectors since it was elected in September to release its infrastructure priorities and commit to a long-term plan.”

John Nicolaou, Economic Policy, Chamber of Commerce & Industry Extract : West Australian (Page 10), 06 Apr 2009

Day goes back to the future on foreshore plan : “Some things never change; a new State Government and yet another plan for the Swan River foreshore. Planning Minister John Day has put the kybosh on the former Labor government’s ambitious plans to develop the city’s waterfront, saying that the Perth Waterfront Taskforce would be reconvened and would ‘embark on a new direction’. The Labor plan, he said, had short-comings, including high-rise buildings he believed to be wrong for Perth. There have been no fewer than 12 publicly released plans for development of the foreshore since 1988 (*Australia’s Bicentennial*). That would be laughable if it were not so frustrating. Perth people have responded positively, time and again, to the idea that the city needs a revamped waterfront to bring energy into the area. But not so much as a sod has been turned (*excluding the Perth Convention Centre; Barrack Street Jetty; and the Swan Bells*) and now yet another set of plans has been commissioned.”

“There seems to be a mysterious force at work in WA which prevents a government from making a final decision on how to invigorate the area. That force finds voice in the people whose instinctive reaction is vehement resistance to the suggestion of change in almost any guise but particularly in regard to the foreshore. This leads cynics to the view that the perennial naysayers who are all too prevalent in this city have a way of emerging triumphant. Certainly timidity and lack of vision have resulted in too little exciting development in the central city area. The foreshore is regarded, rightly, as one of the most important features of the city and so there should be no argument with the desire to get it right. But that should not be confused with what moved city consultant Charles Landry to describe Perth as the city that says no. If Mr Day thinks he can come up with a better plan, then he must accept the responsibility for doing just that. The prospect of more wrangling over what should have been achieved at least a decade ago is insupportable. If he presides over further unwarranted delay, debate and obfuscation he will find that the community’s patience is well and truly exhausted.

Brett McCarthy, Editor-in-Chief, The West Australian Extract : West Australian (Page 20), 06 Apr 2009

Following up – *the author was an unsuccessful candidate for the vacant position of Chairman of the WA Planning Commission. On Monday 7 April 2009, the Barnett Government appointed former Chief Executive of the Ministry for Planning Gary Prattley to the position.*

Following up – *As a qualified planner, Gary Prattley was briefed on the Rainbow 2000[®] Project in 1998, but declined to take the matter to the WA Planning Commission (or more likely was told not to bother by then Planning Minister Graham Kierath). As Director of the planning portfolio, he also declined Smithson Planning’s proposition for Development Assessment Panels.*

Monty House to chair LandCorp board : “The state government has appointed former Court Government Minister Monty House as the new chair of the LandCorp board and also appointed five other new members. Existing board member Barbara Wiese remains as Deputy Chair while five other new members were announced by the Minister today. The former Minister for Primary Industries and Fisheries in the Court Government, Mr House, is currently the chair of Landgate which he will resign. He replaces Terry Budge who has been on the LandCorp Board since 2004. I am pleased that Mr House has accepted the role of chairperson and would like to thank the outgoing board members and in particular Terry Budge for their contribution to LandCorp, Lands Minister Brendon Grylls said.”

“The outgoing members are Terry Budge (Chairperson), Ross Bowe, John Carlson, Fiona Roche, Louise St John Kennedy. The new members of the LandCorp Board are Monty House (Chairperson); Barbara Wiese (Deputy Chair); Daniel Donovan, Head of property for National Australia Bank. Mr Donovan oversees a property portfolio to the value of \$3billion with a growth of 18% per annum; Maree De Lacey, CEO of the Peel Development Commission; David Rowe, Strategic Management Consultant. Former Chief Operation Officer and Acting CEO of the Urban Land Corporation in Victoria; Peter Cooke, Agricultural and Information Management consultant; Caroline de Mori, Corporate Communications Consultant.”

“The Minister said the guidance of the board was crucial in progressing key strategic metropolitan developments such as Alkimos, Latitude 32 and the Australian Marine Complex. The board would also play a key role in the development of innovative ideas for the creation of permanent, resilient communities across regional Western Australia. I believe we have selected a strong and talented board with a commitment to LandCorp working in partnership with the private sector to deliver strategic, quality residential, industrial and commercial land developments throughout WA, Mr Grylls said.”

The Hon. Brendon Grylls MLA, Minister for Lands; Regional Development e-News : WA Business News, 09 Apr 2009

Senator calls for tourist road : “Western Australian Senator Michaelia Cash has urged the Australian Government to commit to a joint funding arrangement for a tourist access road for the Fitzgerald River National Park. The tourist road from Hopetoun to Bremer Bay is part of a proposed rescue plan put forward by WA Premier Colin Barnett. Senator Cash said the road would be a significant financial injection to the area and local infrastructure and assist the people of Hopetoun, which is facing an acute economic downturn as a consequence of the closure of BHP Billiton’s nickel operations. She said the tourism potential of the road had been likened to Victoria’s popular Great Ocean Road and urged the Federal Government to work closely with the WA Government to provide the requisite financial assistance. Senator Cash said that she was conscious of the environmental issues involved in the construction of the road and supported Mr Barnett’s plan to stage construction.”

Senator Michaelia Cash (WA Liberal) Article : AGS Weekender (Page9), 9 Apr 2009

Quotes of the Week – excluding shipping which is centuries old : “As railway tracks laid out the future of the 19th century, and electricity grids the future of the 20th century, so broadband was vital to the nation’s long-term economic future. Prime Minister Kevin Rudd announcing plans for a \$43 billion super-fast internet network for Australia.”

The Hon. Kevin Rudd MHR, Prime Minister of Australia Extract : Sunday Times (Page 70), 12 Apr 2009

Access to port assured : “The City of Albany has moved to reaffirm its commitment to unlimited, 24/7 freight access to Albany Port. Albany Mayor Milton Evans said false claims that truck access would be limited were creating a mischief. The only change in prospect for grain and woodchip road trains is a likely 40 kmh speed limit through the waterfront precinct, which has already been discussed at length with transport operators, Mr Evans said. Apart from that it will be business as usual, both before and after construction of the ring road. Mr Evans said claims of limited port access might have arisen from confusion with another issue. This involved the possibility in the future of trucks accessing Albany’s business or industrial areas having to break down (road-trains) to single units before entering the city. A decision on that issue will not be made until the rest of the Albany ring road is constructed, he said. I emphasise that this has nothing to do with trucks entering the port and anyone who continues to make such claims is committing a mischief.”

Mayor Milton Evans, City of Albany Article : AGS Weekender (Page 7), 16 Apr 2009

Following up – And in the same newspaper, a feature advertisement (Trader i) for the transport industry titled ‘Truck-it’ proclaims the white line is the lifeline of the Great Southern – be it in the transportation of refrigerated goods, bulk grain, sand, fertiliser, livestock or just plain general freight. Every where and every day, the existence of most businesses and shops is heavily reliant on the trucking industry not only locally but nationally. From all the goods that are purchased at the supermarket or just simply the bulk transport transferred into the port facilities, road transport binds the industry together. Depending on the harvest season that varies from year to year, anywhere between 40-60% of all grain is transported into CBH’s terminal at the Albany port annually by road. At the same time, nearly 1.56 million tonnes of woodchips alone were shipped into the port by both road and rail last year. On average, there are over 345 individual heavy road vehicle movements every day in and out of the Port of Albany.

Oil & gas majors back carbon institute : “The Federal Government has officially launched the Global Carbon Capture and Storage Institute today, with support from 85 bodies including 40 major companies. The Institute is designed to accelerate the deployment of carbon capture and storage (CCS) technology globally and the sharing of information. Most of the major players in the oil and gas sectors in Western Australia have become foundation members including Chevron, Shell, BHP Billiton, BP, Exxon Mobil Australia, INPEX Corporation, Santos and Woodside. Also joining the Institute are mining giant Rio Tinto and engineering firms Schlumberger and Worley Parsons.”

“Chevron’s Gorgon gas project hinges on CCS technology, which will be used to inject carbon dioxide into underground aquifers. Krzywosinski said the company’s support of the Institute reflects its vision of providing natural gas that is essential to sustainable economic growth. Chevron Australia is proud to be playing a leading role in taking greenhouse gas (GHG) storage technologies from the research and demonstration phase to industrial scale application, thus significantly reducing global GHG emissions, Chevron Australia managing director Roy Krzywosinski said. He said the Gorgon Carbon Dioxide Injection and Storage Project, being operated by Chevron, will contribute to reaching the objectives of the Institute. The Gorgon Project will position Australia as a world leader in the application of carbon capture and storage technology with up to 3.4 million tonnes a year of CO₂ injected and stored underground. This is looking at injection rates between three and four times greater than is being done by existing commercial scale projects, added Krzywosinski.”

“As the first company to sign a Memorandum of Understanding with the Australian Government in support of the initiative, Shell has been involved in establishing the framework of the Institute and will be an active participant in its programs. Shell Australia chairman Russell Caplan said: Shell believes CCS will be an essential technology to lower greenhouse gas emissions as the world’s economy transitions to lower carbon energy sources. We need safe and cost effective ways to capture and store CO₂ from coal, oil and natural gas. Currently CCS is too expensive to deploy on most energy projects, so government leadership and support is vital to make this technology more economically viable and widely utilised.”

Russell Caplan, Chairman, Shell Australia e-News : WA Business News, 16 Apr 2009

National transport plan will make city life bearable : “Long gone are the days in which Australia’s infatuation with cars could be sustained. Despite their low population densities, our cities are among those with the highest car ownership. Australia has had a long love affair with the car, and the government continues to promote this through their support to the motor vehicle industry, including a recent \$6.2 billion assistance package. However, factors like five-hour traffic jams, increasing fuel prices and higher levels of community awareness about environmental issues are driving more and more people to rely on rail and other forms of public transport for everyday commuting. And we are not alone. The US recorded a 4% drop in motor vehicle use last year. Even though the popularity of trains among commuters is good news for the industry, the story acquires different hues on closer inspection. Until recently rail has been the victim of government’s poor planning and massive under-investment, making it almost impossible for rail operators to provide efficient and effective passenger services.”

“It is our strong belief that the government’s funding of the public transport sector must change. Following the ‘business as usual’ arrangement is no longer an option for Australia. Having more cars on the roads is not sustainable any more. According to the projections of the Bureau of Transport and Regional Economics, the social costs of congestion are rising strongly to an estimated \$20.4 billion by 2020. At an environmental level, Australia cannot afford the current government’s approach to public transport either. A recent study from the Cooperative Research Centre for Rail Innovation reveals that if Australia is to achieve its climate change goals, a major change in the transport sector is required. Reducing transport emissions will require a substantial modal shift from road to rail. No amount of investment in more roads will overcome the current situation. Our nation needs a national strategic transport plan for cities and regions, complemented by long-term funding for infrastructure. Such a plan is vital to secure the future economic and environmental benefits for all Australians. We need to make our cities liveable and free of congestion. The time to act is now.”

Bryan Nye, CEO, Australasian Railway Association Article : Weekend Australian (Railways Special, Page 5), 18 Apr 2009

Timbercorp collapse sparks call for inquiry : “The agribusiness industry has described the collapse of investment manager Timbercorp as the greatest disaster since the wool crash, sparking calls for managed investment schemes to be abolished. There should be a parliamentary inquiry into MIS, agribusiness valuer Sam Paton said. More than \$5 billion of taxpayer’s money has been spent on MIS in the past decade. And what have taxpayers got out of it?, he asked. Debt ridden Timbercorp fell into administration this week after a long struggle which saw its share price slashed to 4.4¢, giving the company a market capitalisation of just \$15 million. Net assets of \$595 million – 120,000 hectares of forestry and horticultural assets on behalf of 18,500 investors – were dwarfed by current debt of \$568 million and net debt of \$903.1 million. The company, which has 40 subsidiaries, was unable to sell any assets to reduce its debt.”

“Austock analyst Craig Stranger said retail MIS was dead. The market has lost confidence in the operators, he said. Under MIS, investors buy a stake in a forestry or horticultural project on an allotment of land and claim the amount as an upfront tax deduction. Mr Paton said MIS’ key weakness was that it was totally driven by tax deductions (*and politics*), not by the demands of the marketplace. MIS gave companies like Timbercorp an unfair advantage against normal farmers and corporate players who spent their own money on projects. A sustainable olive industry should be based on trees that coped with low rainfall and cheap land, as in southern Europe, rather than tax engineering. I favour an Australian olive oil industry – but a demand-driven model, he said. Analysts had already predicted a decline in MIS sales this year of up to 45%, and many have raised that figure even higher after this week’s development. The operators have burnt their bridges, Mr Stranger said. Interest in horticulture MIS would be zero. It’s not the product, but the confidence in the industry, he said.”

“But Tim Lee, director of Australian Agribusiness Group, which ranks and reports on MIS companies, said MIS still had a future in some capacity. There will always be scope for well-structured, well-managed agribusiness projects in an investor’s portfolio, he said. Adviser Edge managing director Shane Kelly said although areas of the sector were in need of a shake-up, there were plenty of niche players in the market who were not looking to dominate the industry, and had built sustainable businesses. What we want to see the industry move to is high-quality managers who ... already have strong businesses and are looking at MIS as a way to expand their operations and build scale into their businesses, he said. There are some very good small-to-medium scale businesses – you could put (sandalwood grower) TFS into that category – who are running good projects. They’ve been tarred with the same brush as the big guys, but they’re not.”

“The forest industry is also adamant that despite Timbercorp’s demise, MIS will still fund big chunks of Australia’s future wood supply. Richard Stanton, chief executive of Australian Plantation Products and Paper Industry Council (A3P), said MIS had proven the best way to attract private investment into plantations. It had filled the gap in timber supply created over the past decade by the withdrawal of many native forests from production and the winding back of government investment in new plantations. Plantations established by Timbercorp on behalf of investors would continue to grow. We trust the administrator will put in place appropriate arrangements to ensure that those plantations will be managed and harvested as planned and provide a return to the investors, he said. Futuris subsidiary ITC said it was a vertically integrated forestry company and did not rely solely on MIS revenue. An ITC spokesman declined to comment on whether it was interested in Timbercorp’s plantations.”

Richard Stanton, CEO, Australian Plantation Products Article : West Australian (Page 54), 25 Apr 2009

Planning vital : “The headline on Andrew Probyn’s opinion piece (Infrastructure before handouts, 24/4) highlights a popular misconception about what governments can and can’t do. Infrastructure projects don’t come before – they come later, much later. After community consultation, planning approvals, environmental approvals, native title and heritage issues, negotiations with stakeholders, enabling legislation, design work, public tenders and appeals processes – the recession will be well and truly over by the time an infrastructure project puts workers on the job. Building infrastructure is certainly a worthwhile use of government money, more so than handouts or tax breaks, but the process needs to be started in boom times by long-term economic planning, just when politicians and voters are least likely to see the need.”

Robert Blackham, Leeming Resident and Taxpayer Article : West Australian (Page 22), 27 Apr 2009

Following up – And sometimes it even goes full-circle when it comes to changes of government in western society – just ask Len Buckeridge of BGC about the James Point Port proposal for Kwinana and Cockburn Sound, and the role of the Fremantle Port Authority, the WA Planning Commission, the WA Environmental Protection Authority, the WA Department Treasury & Finance, the WA Chambers of Commerce & Industry, Unions, Local Government, Community Action Groups (oh, and of course, Government Ministers).

Debts hit infrastructure : “As investments, infrastructure monopolies such as toll roads and airports (*and seaports*) are usually safe bets. But, as we now know, it is how they are financed that can make them risky. Until the global financial crisis hit it was up, up, up for infrastructure stocks. Governments could not off-load public assets such as airports, ports and electricity suppliers fast enough. Not that long ago these were considered too important to let out of government ownership and too unprofitable to be of interest to the private sector. But the economic orthodoxy says smaller government is good and that the private sector can build and operate infrastructure more efficiently. It was a global trend some funds managers were only too happy to exploit. They began offering managed funds that invest in infrastructure stocks listed in Australia and overseas. Macquarie was the first to move and is the biggest player, with other managers rolling out infrastructure funds in more recent years. An attraction of infrastructure for investors is its defensive characteristics. While the yield on it over the longer term is greater than for long-dated government bonds, investments were said to be almost as safe as government bonds.”

“The financial crisis has been the perfect opportunity to test those claims. It is true most global listed infrastructure funds did better last year than share funds or global property funds but the double-digit losses will still have shaken the faith of those who thought the sector would hold up better in a downturn. As share markets collapsed last year, unit holders expected the funds to hold up better than they did. To be fair to the infrastructure fund managers, investors were fleeing share markets and anything listed was hammered. But these assets have steady earnings and cash flows such as toll roads with government-regulated levies

adjusted for inflation and weak or no competition. So why have their prices fallen by so much? The answer is debt. Infrastructure companies, that is the stocks not the managed funds that invest in the stocks, would often borrow to boost shareholder returns. In other words, the asset – the toll road, airport or whatever – was a relatively low-risk investment proposition but the risk was added because of the financing of the balance sheet.”

John Collett, Journalist, WA Newspapers Ltd Article : West Australian (Page 42), 27 Apr 2009

Port digs deep for future trade : “Work began yesterday on a multi-million-dollar project to deepen Fremantle’s inner harbour by 70cm. Transport Minister Simon O’Brien said some ships on major transport routes could not enter the inner harbour when they were fully loaded because it was too shallow. Ships aren’t going to come here if they’re bouncing along the bottom, he said. The ships are much bigger (today) and we have to be able to receive them. We expect container traffic to grow and we’re determined to be able to accommodate it. Fremantle Ports chief executive Chris Leatt-Hayter said \$25 billion worth of trade passed through Fremantle each year and the figure was expected to double in 10 years. All predictions of container growth in the past 40 years had been exceeded. The deepening of the harbour from 12.8m to 13.5m would allow bigger container ships to berth in the inner harbour and increase operational efficiency for ships using North Quay.”

“Consistent with a world trend, the average size of container shipping calling at Fremantle has increased about 85% in the past 15 years, Mr Leatt-Hayter said. Ensuring the inner harbour can accommodate bigger ships at full cargo-carrying capacity is vital for operational efficiency, with flow-on benefits for our importers and exporters and the community. Mr O’Brien said Fremantle’s continued growth played an important role in boosting WA’s economy. Every ship visit represents 3.3 full-time equivalent jobs, he said. In direct and flow-on terms, almost 6000 jobs are linked to the activities of the port. The State Government must ensure the shipping lines operating these big container ships continue to include Fremantle on their call schedules. Stage one of the redevelopment – the reconstruction of Berth 10 on North Quay – has started and the entire project is expected to finish at the end of 2010. Cost of the project is estimated to be about \$98.5 million.”

Chris Leatt-Hayter, CEO, Fremantle Port Authority Article : Sunday Times (Page 72), 03 May 2009

Oakajee budget boost lifts iron miners : “Shares in the state’s Mid West iron ore miners and explorers lifted after the federal government committed \$339 million towards the \$4 billion Oakajee port development in the region. In its 2009/10 federal budget handed down on Tuesday, the federal government matched funding previously offered by the WA government, bringing the total government commitment for the project to \$678 million. The \$4 billion total project costs comprise \$2.4 billion for the common-user deepwater port near Geraldton, and \$1.6 billion for associated rail linking mid-west iron ore mines to the new facility. Oakajee Port and Rail (OPR), the joint venture between Japan’s Mitsubishi and Murchison Metals set up to develop the port, may seek further project funding from Chinese banks. OPR was being sought for comment but it said in a statement on Wednesday that it had opened commercial, operational and technical discussions with a wide range of Oakajee stakeholders including mid-west miners and potential Chinese participants since March.”

“Gindalbie Metals and Karara project partner Anshan Iron and Steel Group Corporation (AnSteel) will be a foundation customer of the new port. The port is slated to start operating in late 2013 or early 2014. In the meantime, a bankable feasibility study is scheduled for completion in March 2010. This is expected to be followed by financial close in late 2010, at which stage federal and state government funding will be required, OPR said. WA Premier Colin Barnett believes Oakajee is potentially the state’s single-most important economic development project over the next 50 years. Mr Barnett told reporters on Wednesday Oakajee will be an Australian port, with the state and federal governments jointly owning and controlling the harbour while the berths will be owned by port customers. When the harbour is built, people will pay for the right to develop berths, to have a capacity access and use the harbour, so it’s a commercial investment, Mr Barnett said.”

“I expect Oakajee harbour to be profitable. And it will be in Australian hands to control the development and the sale of our natural resources. That’s a project which has been talked about in WA for 15 years. There have been various attempts to bring it to reality – it will now happen. OPR chief executive Christopher Eves said the combined government backing was ‘unprecedented support for a major Australian infrastructure development’ and provided ‘a massive boost’. It indicates the widespread support for this project in Australia, Mr Eves said. Murchison executive chairman Paul Kopejtko said the federal government’s commitment represented ‘a powerful vote of confidence in the Oakajee project and underlines the importance of this major infrastructure development to Australia’s future economic growth.’”

The Hon. Colin Barnett MLA, Premier of Western Australia e-News : WA Business News, 14 May 2009

Regional Development Australia : “I refer to my letter dated 9 April 2009 concerning your Rainbow 2000 proposal. The Australian Government Department of Infrastructure, Transport, Regional Development and Local Government (the Department) has reviewed this material which appears to be a very comprehensive examination of a range of regional planning and infrastructure issues facing Albany and the Great Southern. I can advise that the Australian and Western Australian governments are currently working together to establish Regional Development Australia (RDA), which will build on the existing Area Consultative Committee network. RDA will bring together all levels of government and local community representatives to support the growth and development of regional Australia. It is the Australian Government’s intention for the Western Australian RDAs to be set up by 1 July 2009.”

“A key role of the RDA network will be to contribute to the development of regional plans including, for example, to develop strategic regional plans. RDA will become the principal driver and voice of development and infrastructure for regions, communities and government. RDA will also have a strong community engagement role, bringing together stakeholders and communities to develop solutions to regional needs and priorities. These new arrangements will facilitate a more integrated

strategic approach to regional planning, ensuring those communities, the private sector and governments can develop local solutions together.”

The Hon. Gary Gray MHR, Federal Minister for Regional Development Letter : 15 May 2009

Following up – the Minister’s second letter (01879-2009) omitted to recognise our © symbol over the Rainbow 2000 Project.

Great Southern collapse threatens 4500 in WA : “As many as 4500 West Australians are believed to have been embroiled in the collapse of forestry plantation manager Great Southern, which took with it about \$1.8 billion from nearly 45,000 investors across the country. Individual investments in Great Southern’s 45 managed agricultural schemes have ranged from as little as \$3000, the minimum required to buy a stake in one of the company’s pulpwood projects, to millions. The average amount invested with the group was \$49,000. Investors had hoped another company could be found quickly to take over the management of Great Southern’s MIS projects, but the prospects of a smooth outcome were dealt a blow yesterday when the company’s financiers, which include Commonwealth Bank and BankWest, called in receivers to certain assets in a bid to recover debts of more than \$700 million. Adding to investors’ concerns is the fact that some may also hold stakes in projects run by fellow managed investment scheme (MIS) company Timbercorp, which fell into administration on April 23.”

“That trend has sparked outcry in political circles this week about the need for an overhaul of the industry, with the directors of Great Southern and Timbercorp facing the prospect of appearing before two separate parliamentary inquiries. Liberal Senator Bill Heffernan, who chairs a Senate agricultural committee, said yesterday he would pressure the directors of both companies to come to Canberra to testify on the circumstances that led to the failures. Senate committees have the power to subpoena individuals to appear and give evidence, though such powers are used rarely. The eight-member board of Great Southern includes business identities David Griffiths, Cameron Rhodes, Peter Mansell and founder John Young, who stepped down as managing director last year. A second inquiry into managed investment schemes is likely to be carried out through the joint parliamentary committee on corporations and financial services.”

Senator the Hon. Bill Heffernan (NSW Liberal) Extract : West Australian (Page 13), 20 May 2009

Following up – the Commonwealth Joint Standing Committee Corporations & Financial Services is Chaired by Mr Bernie Ripoll MHR (Oxley, Qld, Labor), supported by Deputy Chair Senator the Hon. Brett Mason (Qld, Liberal), and members Senator the Hon. Sue Boyce (Qld, Liberal), Senator the Hon. Don Farrell (SA, Labor), Senator the Hon. Gavin Marshall (Vic, Labor), Senator the Hon. John Williams (NSW, National), Ms. Sharon Grierson MHR (Newcastle, NSW, Labor), Ms. Julie Owens MHR (Parramatta, NSW, Labor), the Hon. Chris Pearce MHR (Aston, Vic, Liberal), Mr Stuart Robert MHR (Fadden, Qld, Liberal).

City rejects resort : “Albany City Council has rejected a \$68 million resort development at Frenchman Bay at its May meeting on Tuesday night. It is now believed the matter will go to the State Administrative Tribunal for a decision. Council rejected the resort as being too big for the former caravan park site overlooking Whalers Beach (*Goode Beach*), and the developers not providing sufficient information. Council discussed the development application by Frenchman Bay 5 Star Resort Unit Trust for holiday accommodation behind closed doors (*for 1 hour 20 minutes*) after legal opinion was received before reopening the meeting. Despite the development having received tacit approval from seven government agencies and meeting all City building codes and requirements, it was then rejected by Council. Albany Chamber of Commerce and Industry CEO Graham Harvey said councillors needed to reconsider the role of the City’s planning department which had supported the development. He said if Council did not believe they were doing the job required for the betterment of the City, the planning department should be sacked. City councillors were elected to be councillors, not to hold themselves up as town planners.”

Graham Harvey, CEO, Albany Chamber of Commerce & Industry Extract : AGS Weekender (Page 2), 21 May 2009

Following up – the Rainbow 2000[®] Project was published in November 1997, seventeen years before Anzac 2014-18, and thirty years before Albany Bicentennial 2026-27. While it is now just five years to go before the commencement of those first uniquely Australian celebrations, the Council of the City of Albany and the Great Southern Development Commission have effectively rejected several multi-million dollar investment proposals for the construction of 5-star tourism accommodation in the region, and diminished the role that might have been performed by the Albany Airport and Seaport through their support of international and domestic tourism – the IMOKSU syndrome.

Geraldton Mid-West joint press conference : “First of all, it’s great to be in Geraldton. I’m advised by the Mayor (*of the City of Geraldton-Greenough – another WA local government amalgamation success story*) this morning that the last Prime Ministerial visit to Geraldton was when young Mr Menzies was Prime Minister in 1954. So it has been a long time between drinks. It is good to be back. And for me it is of course my first visit here. The reason we are here though is to talk about the nation’s economic future. The Australian Government strategy for dealing with the global recession is to support jobs and business and apprenticeships for today by investing in the sort of infrastructure we need for tomorrow. And that’s what we’re here in Geraldton to talk about. This is a most significant proposal because what we are dealing with is a major new economic project for the nation. We are looking at, how do we actually take this development and turn it into the next chapter of Australia’s national economic vision.”

“We are talking about Oakajee and the Mid-West. We are talking about a new port, we are talking about a new industrial zone and we are talking about a new minerals province and wrapping these together. That’s why we are here at different levels of Government, to support this project going ahead. At a time of national economic difficulty, at a time of global economic recession, it’s critical to lift the nation’s economic vision for the future, and part of the vision for the future is Pilbara, a big name from the past and for the future, the North-West Shelf. A big name from the past and for the future. Oakajee and the Mid-West, a very big name now, for the future as well. Pilbara, the North-West Shelf and now Oakajee and the Mid-West. These will become names in the economic history of Australia and what we are here today is to launch that third big name. Oakajee and the Mid-West, part of Australia’s economic future. Of course in making projects like this work, they don’t just come about like that. The

Premier here has explained to me on the plane up from Perth today, that he has been investigating this project for 15 years. Ten years then – a fair old stretch anyway.”

“And I imagine others in this region have been looking at it for some time longer. And I understand that some of the original examination of Oakajee as a possible port occurred way back in the 60s. Am I right? Therefore, it has been around for a while as an idea. Getting the private sector together into this project is important. But what the Premier and I discussed prior to the Australian Budget was the absolute necessity of Government making the difference in getting this project going. So, we the Australian Government are proud to be co-investors with the WA State Government in making Oakajee and the Mid- West part of Australia’s future economic vision. You go to the ingredients of what’s being talked about here. These are really important developments. It is not just the jobs that will be generated in this construction of a brand new port. It is also the jobs that will be generated through the running of that port in the future as well.”

“Secondly it is about also a new industrial zone attached to the port. And thirdly, providing that common user infrastructure for the associated minerals and resource projects right across the Mid-West province. I am a proud Queenslander. In Queensland, we have this fantastic port and industrial zone called Gladstone. That’s on Australia’s Pacific Coast. We are now about to build something as big, with as much potential for the future, on Australia’s West Coast. And that’s why I think the whole nation should pause for a moment and reflect on where this great project takes not just the great state of Western Australia, but Australia itself in the decades which lie ahead. So we are proud to be co-investors with the WA government.”

“Another reason that I am here in Geraldton today is that the Australian Government has announced that the HMAS Sydney II Memorial in Geraldton has been recognised now as a national memorial. The HMAS Sydney Memorial commemorates of course a tragic event in Australia’s military history, the loss of HMAS Sydney and the entire crew of 645. HMAS Sydney as you all know, was the pride of the Australian fleet during the Second World War before she was tragically lost in November of 1941. The memorial here at Geraldton was dedicated in November 2001, on the eve of the 60th Anniversary of the sinking. As you know, the wreck was located in March 2008, off the coast of WA.”

“The Government recognises memorials as being of national significance if they commemorate a significant aspect of our war history and HMAS Sydney Memorial does just that. And this declaration today of the HMAS Sydney Memorial as a national memorial is in part a reflection of the efforts by the Geraldton area, the City of Geraldton-Greenough and the civic groups such as the Rotary Club of Geraldton in constructing and maintaining this fitting tribute to the crew of HMAS Sydney. So Mr Mayor I would congratulate you and the local authority and the local community for your efforts over a long period of time, and part of the purpose of my visit today is to affirm this new national declaration of this Geraldton memorial for HMAS Sydney, as a memorial of national significance, a national memorial.”

Hon. Kevin Rudd MHR, Prime Minister of Australia Media Statement : www.pm.gov.au , 21 May 2009

Geraldton Mid-West joint press conference : “Thank you Prime Minister and can I say, I agree with what the Prime Minister has just said. The Oakajee port development, with the industrial estate and the rail, is truly a project of national significance and it does give Australia a new deep sea port on the Australian West Coast. The West Australian economy for a long time has been known as a dig it up, ship it out economy. And there is a lot of truth to that. But Oakajee allows for a multi user, multi product port, where you will see the further value-adding, the processing of minerals, of natural gas, even other products. So this is a big step forward in terms of more sophisticated, more value-adding to the economy. The other aspect about Oakajee is that this is a great example of collaboration. An infrastructure provider and developer in Oakajee port and rail; the state Government and the Commonwealth coming together to fund the \$680 million worth of the major breakwater, the turning channels, the dredge channels, to ensure that it’s a common user, everyone on an equal basis, port. That will give great confidence and will see the project go ahead.”

“The other, and final distinguishing feature of this project, and I can say so Prime Minister, this to me at least represents perhaps the greatest example of a truly joint project between Australia, Japan and China. And it is the start of I think of a new generation of Australia’s commercial relationship in that part of the world. So in every box I think this just stands out as just a great project and I thank you Prime Minister for the Commonwealth support for this project. To Oakajee Port and Rail, you now have the job in front of you, but you have the Commonwealth Government and the State Government backing for an important national project. Great thing for Geraldton, great thing for Western Australia and it will prove to be a good investment Prime Minister, I guarantee it. More money for the West.”

Hon. Colin Barnett MLA, Premier of Western Australia Media Statement : www.pm.gov.au , 21 May 2009

Geraldton Mid-West joint press conference : “Mr Prime Minister and Mr Premier, this is indeed an historic day for the city of Geraldton. To see the level of cooperation that has been brought to bear here is just fantastic. The State Government, the Federal Government, we have got Australia, Japan and China all working together, private enterprise, Government, just fantastic and from the City’s point of view, this is going to bring a great deal of prosperity here. There is absolutely no doubt about that. There is a lot of work to be done yet and we are looking forward to the challenges. So on behalf of the City, thank you very much for what you have done for us here today, and Mr Prime Minister, also thank you sincerely for declaring the Sydney Memorial a national memorial, it is most important to us. And we are very proud of that. We are going to take you up there a little later and I am sure you would be very impressed. So thank you very much.”

Cr Ian Carpenter, Mayor, City of Geraldton-Greenough Media Statement : www.pm.gov.au , 21 May 2009

WA lacking in key infrastructure : “The first ever national audit of the resources export chain has found key infrastructure shortfalls in Western Australia’s \$59 billion minerals and energy sector. A report by the Minerals Council of Australia found inadequate infrastructure, such as ports, roads, rail and land, in the Kimberley, Pilbara, Mid West, Goldfields-Esperance and

South West-Peel regions. The Kimberley, Pilbara and South West-Peel regions were identified as needing the most attention, with the report suggesting the development of an integrated water strategy for the Pilbara. Upgrades and new roads to key development areas and development of export ports for minerals and gas in the Kimberley and increasing capacity of the rail network in the South West-Peel region have also been recommended. The report also suggested expanding the Esperance port and accommodating the increasing population in the Goldfields-Esperance region and developing a new multi-user rail system to service new mines in the Mid West.”

“The report is the second stage of the council's Vision 2020 project, which was officially launched last year. The findings suggest some of Australia's export infrastructure has suffered from a cancer of neglect and is in a critical state of inadequacy, the council said in a statement today. The report highlights the need to upgrade and expand transport networks and introduce whole-of-supply-chain strategies in the planning and regulation construction of ports, railways and roads. Extensive investment in hard infrastructure – the main contribution the private sector can make – will depend on getting the regulatory environment right so that investors feel confident about putting their money into building capacity. The value of the state's minerals and energy production in fiscal 2008 was \$58.6 billion, as calculated by the Department of Mines and Petroleum. Separately, the *Pilbara* is valued at \$21.5 billion, *Goldfields-Esperance* at \$7.8 billion, *Peel* at \$4.5 billion, *Mid-West* at \$2.3 billion, *Kimberley* at \$1.5 billion, and *Commonwealth Offshore Petroleum* at \$18.4 billion.”

Mitchell Hooke, CEO, Minerals Council of Australia e-News : WA Business News, 26 May 2009

Following up – and the missing rural regions of Western Australia – South-West, Great Southern and Wheatbelt (\$2.6 billion).

Frenchman Bay Resort : “It was disappointing to see the City of Albany reject the development application for the proposed five-star Frenchman's Bay Resort. As evidenced by the ‘NO VACANCY’ signs around Albany last weekend (*WA Foundation Day Holiday Long Weekend*) for the *Albany Vintage Sports Car Classic* and the *RLSSA Surf Boat Challenge (and the US Submariners' Memorial)*, Albany is in desperate need of the calibre of accommodation proposed for Frenchman's Bay. Did you know that Albany is unable to feature in the Qantas Holiday Brochure because we don't have the necessary number of four-star rooms to participate? Try and find another city in Australia that fails to qualify. Please take every opportunity to discuss with your local councillor that you want this resort built without further delay. Speaking of Tourism, ACCI, in conjunction with tourism operators and Visitor Centres across the Great Southern, is well advanced in forming the ‘Albany and Great Southern Tourism Alliance’. The new organisation, under the umbrella of ACCI, has big plans to greatly increase the exposure of the Great Southern as a premier tourism destination and to provide a collective voice for tourism operators in the region.”

Gary Cutler, President, Albany Chamber of Commerce & Industry Extract : ACoCI Newsletter (Page 1), Jun 2009

Following up – let's face it, in the lead-up to the 2010 Ulysses Motor Cycle Club Australian Convention and AGM (5000 expected) which will be a real test of accommodation in Albany, the current City of Albany is not embracing any aspect of holiday tourism accommodation growth or transport facility development that will even come close to that required for both Albany Anzac 2014-18 and Albany Bicentennial 2026-27.

State Council to review grain transport : “The state government's recently established Freight and Logistics Council has been given the task of assessing the contentious issue of upgrading grain transportation in Western Australia. The Council is set to assess various options for improving the capacity of the transport system to move more grain following a positive endorsement from industry at a meeting with the Transport Minister, Simon O'Brien. Mr O'Brien previously said governments had to work with industry as it changed to integrate all parts of transport supply chains. A fully integrated logistics approach to moving freight drives efficiency and productivity, he said. In bringing together senior freight and logistics decision makers from the private and public sectors, we have an opportunity to align State Government objectives with industry practice.”

“Mr O'Brien thanked the industry participants who responded to his invitation to meet with him and express their views on his proposal for deciding the best way forward for grain transport. The meeting was attended by representatives of rail companies, CBH, WA Farmers' Federation, Pastoralists and Graziers Association, grain exporters and government agencies. The Minister highlighted the fact that under the deregulated market, farmers have an incentive to move their grain out as quickly as possible. This has generated new challenges for the transport sector to lift their capacity from moving around 1.5 million tons per month to a more ambitious 2.5 million tons or more.”

“In addition to the immediate challenge of moving more grain faster, the group, to be established under the auspices of the council, will also look at the longer term industry needs to target public investment in the most effective manner, Mr O'Brien said. The first meeting of the Council took place at the end of March, where a range of important strategic issues were discussed. These included the protection of freight corridors, private sector involvement in WA ports, national shipping policy and port planning, international trading terms, rail network planning, WA's input to national transport planning and single national rail safety regulation.”

Hon. Simon O'Brien MLC, Minister for Transport e-News : WA Business News, 04 Jun 2009

Freedom of speech restricted : “I am surprised Anthea cannon's article on the council's adoption of the new standing orders (AA, Tuesday 26 May 2009) has not elicited more public debate. What is at stake is freedom of speech, without which, as history reminds us, error, corruption and tyranny flourish. The stated objective of the standing orders is to bring about ‘better decision-making’ and ‘more open and accountable local government’. Now the cornerstone of these objectives is freedom of speech. Yet when one looks at the content of the new standing orders, one finds freedom of speech is severely restricted. Thus, the standing orders reduce councillors' speaking time from five minutes to four minutes.”

“They increase the discretion of the mayor to decide who gets to speak, and when. They deprive councillors of their hitherto-unencumbered freedom to draft, submit and move alternate motions. They expose the freedom of councillors to move alternate

motions at anytime to the tyranny of the majority. They prohibit altogether alternate motions that differ significantly from the intent of officer recommendations unless they have been requested of staff within half a day of the agenda briefing session (*held one week in advance of the ordinary council meeting, and on the same day as the final agenda becomes available to the public*). And they do nothing to prevent the mayor from exercising his casting vote to deny freedom of speech to councillors.”

“I cannot see how this regime promotes better decision-making. It may speed up the process, but this is no guarantee that it will be better. ‘Better’ has a moral dimension that is absent from the concept of efficiency. These standing orders, once gazetted, will go before the (*State*) Parliamentary Standing Committee on Delegated Legislation. I hope they will be rejected. The liberty of councillors to express their opinions in debate and by way of alternate motions must be upheld in the interests of good, open and accountable government.”

Cr. Roley Paver, Vancouver Ward, City of Albany Article : *Albany Advertiser* (Page 8), 16 Jun 2009

Skywest wins reprieve : “With only days to spare, the *State* government has shunned a decision on Skywest’s long-term future by offering another extension on its licence. But this will not deliver the regional carrier the certainty to allow it to replace its ageing fleet of planes within the offered 12-month extension. The government has said it would make a decision on the Intrastate Air Services Review, which recommended total deregulation of Western Australia’s skies, by December last year, but they asked for two three-month extensions from regional monopoly holder Skywest. As revealed in the *Albany Advertiser*, Skywest then informally declined another three-month extension. Under questioning from Albany MLA Peter Watson on May 19, Deputy Premier Kim Hames said he knew Skywest had declined the offer and promised the government would resolve the issue by June 30. Mr Watson said the 12-month extension had not resolved the issue. Transport Minister Simon O’Brien had to make two decisions, one on Skywest and one on the grain freight line, and he hasn’t made either, Mr Watson said.”

Hon. Peter Watson MLA, Member for Albany Extract : *Albany Advertiser* (Page 1), 23 Jun 2009

Skywest wins reprieve : “Transport Minister Simon O’Brien said he would offer the 12-month extensions to Skywest and inland network carrier Skippers Aviation while he worked with the industry to develop long-term contracts to enable the airlines to update their fleets. I am looking at possibly a five-year contract with an option for five years, Mr O’Brien said. A spokesperson for the Minister said the extension was inevitable but should the industry come together on a decision within the time contracts could start immediately. The State needs stability and by granting licences for these mostly marginal routes, I can demand a certain level of service for passengers and communities.”

Hon. Simon O’Brien MLC, Minister for Transport Extract : *Albany Advertiser* (Page 1), 23 Jun 2009

Skywest wins reprieve : “Albany Chamber of Commerce and Industry chief executive Graham Harvey said 12 months did not deliver long-term certainty. Twelve months is obviously better than three (months) but five or 10 years would have been better, Mr Harvey said. While the 12-month extension is not the most desired outcome, it will hopefully provide time for a long-term sustainable solution to be nutured out. Mr Watson said the Intrastate Air Services Review had recommended deregulation but for the government to follow through would be ‘suicide’. The government needs to come down to Albany and release that report – they can’t just hide behind smoke and mirrors, Mr Watson said.”

Graham Harvey, CEO, Albany Chamber of Commerce & Industry Extract : *Albany Advertiser* (Page 1), 23 Jun 2009

Regional Cabinet schedules meeting in Albany : “Albany will host the first regional Cabinet of the new Liberal-National government next Monday. Community members who successfully applied to meet a Minister will have the opportunity to sit down with members of the 15-strong Cabinet on Sunday and discuss the issues that matter in the Great Southern. Premier Colin Barnett selected Albany as the first regional meeting of the new government because of its significance in the formative history of the State. This is an opportunity for local people to meet ministers and raise concerns both formally and informally, for the local government authority and regional development commission to inform Government of local issues, initiatives and challenges and for Ministers to visit sites and organisations directly related to their portfolios, Mr Barnett said. All of this is vital to ministers being in touch with regional issues. It is an opportunity to get a better understanding of the challenges faced in regional WA and appreciate that when making decisions in Perth, there are effects felt hundreds of kilometres away. The last cabinet meeting held in Albany was in September 2005 (*Premier Alan Carpenter*).”

Hon. Colin Barnett MLA, Premier of Western Australia Extract : *Albany Advertiser* (Page 2), 23 Jun 2009

Corridors of power – Western Australia : “The Western Australian Government has committed itself to a range of planning and development assessment reforms. At a Property Council event in June the Minister for Local Government, John Castrilli, said the government will amend the *Planning and Development Act* and table regulations to introduce regional development assessment panels. The Minister acknowledged the Property Council’s assertions that there is too much involvement by elected members with the development assessment process in local governments. The planning reforms will complement the government’s structural reform of the local government sector, including amalgamations of unsustainable local authorities. The Property Council is participating in the government’s Planning Reform Industry Reference Group, which is driving the planning reform process, and will use this opportunity to promote key *Development Assessment Forum* principles, including a more risk-based development assessment process and extensive use of development assessment panels.”

Hon. John Castrilli MLA, Minister for Local Government Article : *Property Australia* (Page 48), 17 Jul 2009

Power for the people – Nuclear transitions : “Imagine someone handed you a lump of silvery metal the size of a golf ball. They said you might wish to put on some plastic gloves to hold it, although it would not be necessary if you washed your hands afterwards. You look down at the metal resting on your palm. It feels heavy, because it’s very dense. You are then told that this

metal 'golf ball' can provide all the energy you will ever use in your life. That includes running your lights, computer, air-conditioner, TV, electric car, synthetic jet fuel. Everything. Using 1 kg of uranium or thorium – take your pick. That is what modern nuclear power offers – an incredibly concentrated source of energy, producing a tiny amount of waste. Taken over its life cycle, when used in next-generation fast spectrum nuclear reactors, this energy generation will produce less carbon dioxide emissions than wind turbines. It gets better."

"Your lifetime's worth of energy waste, also weighing just under a kilogram, will be less radioactive than the natural rocks around Roxby Downs (*the site of BHP Billiton's Olympic Dam mine*) within 300 years. Not 100,000 years – only 300 years. South Australian rocks contain this metal in great abundance. We live in one of the most energy-rich areas of the planet. We are endowed with far more energy than all the oil and gas in the Middle East. We already export a few thousand tonnes of it each year, and are planning to ship much more overseas in the future. Yet, we don't use it ourselves. We recognise the fact that our natural gas supplies are limited. Worse, burning this fuel produces vast amounts of carbon dioxide, which is destabilising the climate system. Coal, found in great abundance in Australia's east coast states, is twice as bad as natural gas in terms of carbon emissions, and also dumps heavy metals, soot and chemicals causing acid rain into the air."

"Clearly, we must hitch ourselves off the fossil fuel energy bandwagon, and quickly. Right now, we are pushing for more and more wind and solar power. This is well and good, but these variable and diffuse renewable energy sources have severe limits that often go unacknowledged. They cannot power a large fraction of the needs of future all-electric society without major breakthroughs in energy storage technology, and much cheaper backup options than now exist. Energy found in hot rocks deep beneath our deserts holds great promise, but is overshadowed by many unknowns. We'd be taking a great risk if we gambled our entire energy future on this one possibility. My research has convinced me that nuclear power is by far the best prospect that we, as South Australians and as a global community, have of drastically cutting carbon emissions. It's time for Australia to embrace nuclear power as a major enabler of a low-carbon (*global*) economy."

Professor Barry Brook, University of Adelaide Article : Adelaide Advertiser (Page 18), 04 Aug 2009

Rallying the troops for centenary : "Albany needs to 'lift its game' to be ready for the 100th anniversary of troops leaving for Gallipoli, according to the Returned & Services League of Australia (RSL). After a City of Albany steering group meeting on Friday, Albany RSL president Laurie Fraser said they had called in professionals to organise Anzac services in preparation for the November 1, 2014 celebrations. The City has set aside a fund of \$70,000, plus an additional \$10,000 in every budget until 2014 for the event, and has plans to attract a range of VIPs and navy ships. The event will kick off celebrations for the 2015, 100th anniversary of the Anzac landing. We are changing quite dramatically how we do Anzac Day, starting next year, Mr Fraser said. People will be bussed in from designated pick-up points, there'll be projection screens and a different layout and we'll project it (*the dawn service*) down to the Residency Museum, and hold a gunfire breakfast for the public."

"Traffic and risk management hadn't really been taken into account ... so we've brought in more specialists instead of relying on volunteers so it'll be far more professional. We've always worked within our means and done a good job but we've got to step up the pace and get our act together in so little time. Mr Fraser said calling in the State RSL was a 'quantum leap forward' in making the event world class. The troops leaving from Albany is the uniqueness of Albany, he said. We will improve and historically, the numbers of people attending are ever-increasing – this is an icon event for Albany."

"City of Albany Mayor Milton Evans said the City would work the community and relevant stakeholders to ensure the event surpassed expectation. All stages of the Anzac Peace Park and the restoration and upgrade of the Mt. Clarence memorials should be completed before 2014, he said."

Laurie Fraser MBE, President, Albany RSL Article : Albany Advertiser (Page 5), 18 Aug 2009

Following up – *In truth, the former President of the Albany RSL Sub-Branch, Digger Cleak (RAN Rtd), who was an original member of the Albany Anzac 2000 Development Committee, and now serves with the WA State Executive of the RSL, should be attributed with influencing the National RSL to take a stronger position on the matter by insisting on a broader scope and professional approach to the project.*

Following up – *Imagine what might have been achieved had we started in 1997, and established a proper foundation in 2001.*

Freo Port starts \$250m project : "Fremantle Ports has embarked on its biggest infrastructure project for decades with the deepening of the Inner Harbour to cater for bigger ships. The deepening and associated works, costing about \$250million, will enable the port to accommodate the larger generation of freight ships beginning to call and continue the efficient handling of Western Australia's container trade. Transport Minister Simon O'Brien said the deepening was essential to ensure Fremantle Inner Harbour had sufficient depth to enable the bigger ships to access the port at full cargo capacity. There has been a huge increase in the average size of container ships visiting Fremantle over the past 15 years. Some of the bigger ships, for example: the G Class and post Panamax vessels of about 65,000 gross tonnes, are currently unable to come in fully laden, he said. Fremantle Port handles almost all of WA's container trade and is critically important to the State's economic well being. The port's container trade, although impacted by the world economic downturn, has grown by an average of about 9.5% annually since the early 1990s."

"The Minister said in overall terms in 2008-09, Fremantle Port handled 26.6 million mass tonnes of cargo. There were 1,830 ship visits and the value of trade through the port was almost \$26 billion. The deepening of the Inner Harbour will take the maximum draft capability from its current 12.8 metres to 14 metres, he said. By progressing this important infrastructure project we have made sure that larger vessels continue to call and this will benefit importers and exporters. Failure to deepen would make Fremantle the shallowest container port in the country, leading inevitably to bypassing by the larger ships. We cannot afford to let that happen. The Minister said associated with the deepening of the Inner Harbour and approach channels was the reconstruction

of Berth 10, currently well underway on North Quay. This reconstruction will create an additional 180 metres of quay length for container shipping, he said.”

“The works also involve strengthening the existing container berths on North Quay, and construction of a seawall at Rous Head to contain dredged material from the harbour. As well as providing for deeper draft ships and extending container handling capacity, the project will create an additional 27 hectares of land at Rous Head for port-related purposes. Managing the deepening and associated works in an environmentally careful way is a top priority. Work on the new seawall will begin this month in preparation for the harbour and channel deepening. All works associated with the deepening, reclamation and berth works are expected to be completed by the end of 2010. This project by the State ensures that Fremantle remains an efficient, modern working port able to handle current and future vessel requirements and trade needs.”

Hon. Simon O'Brien MLC, Minister for Transport e-News : WA Business News, 03 Sep 2009

Groups united over future strategies : “A unique, coordinated effort involving 15 key local organisations could lead to a more positive outlook for Albany and the region. Business, government and education groups recently got to work on the Albany Futures Plan under the Working Together banner. Convened by the City of Albany, the group is working together to develop a positive plan for Albany’s future. Mayor Milton Evans said the group aimed to coordinate efforts on key strategic issues. Each of these organisations has a plan for positive change within its own field, Mr Evans said. Working Together aims to ensure that the separate plans of the many organisations are coordinated under a common high level strategy, the Albany Futures Plan.”

Mayor Milton Evans, City of Albany Extract : AGS Weekender (Page 5), 10 Sep 2009

Groups united over future strategies : “The Albany Futures Plan will establish objectives in areas such as reputation management, economic management and quality of life. Group members agreed on a need to enhance Albany’s reputation with commercial organisations and with State and Federal Government bodies. ACCI president Gary Cutler said the chamber would work with the stakeholders in the Albany Strategic Working Together Group to assist the ACCI deliver its objective of promoting industry, trade, commerce and economic development in the Albany and the Great Southern.”

Gary Cutler, President, Albany Chamber of Commerce & Industry Extract : AGS Weekender (Page 5), 10 Sep 2009

Groups united over future strategies : “GSDC chief executive Bruce Manning said the commission was pleased to partner other members of the group to explore future opportunities. The GSDC has a long tradition of working with a range of organisations and individuals to advance the economic and social development of the region, Mr Manning said.”

Bruce Manning, CEO, Great Southern Development Commission Extract : AGS Weekender (Page 5), 10 Sep 2009

Groups united over future strategies : “Albany Port Authority chief executive Brad Williamson said the Working Together group was about making things happen in Albany (or else-where-ability as the GSDC would put it). He said the port, had experienced growth and change with the community through good times and bad. We all know Albany is a great place to live so what can we do to make it a better place and improve our quality of life? Mr Williamson said. Albany Port makes a valuable contribution to a number of key industries in the region which benefits our community through employment opportunities.”

“We are keen to make a positive difference to the growth and development of Albany as a regional centre. Working together with agencies and our community is the key to success as there is always more that can be done to create greater opportunities for growth across all areas of our community. Other Working Together partners include Bendigo Bank, Departments of Health, Indigenous Affairs, Sport and Recreation, FESA, Great Southern TAFE, Perth International Arts Festival Great Southern, South West Aboriginal Land and Sea Council, South Coast NRM, UWA Albany Centre and WA Police.”

Brad Williamson, CEO, Albany Port Authority Extract : AGS Weekender (Page 5), 10 Sep 2009

Implementing Development Assessment Panels in Western Australia : “Development assessment panels typically consist of a mix of independent experts and elected representatives. The involvement of elected members is considered beneficial, as they provide the panel with valuable local knowledge of the area as well as knowledge of relevant local planning policy. This should ensure that local issues and context are given proper consideration in the determination of an application by a panel. In matters requiring specific technical expertise, the participation of appropriate experts in the determination of a development application will ensure that the aspects are given appropriate levels of consideration. Furthermore, if panel members have the appropriate technical expertise, it may also reduce the need to brief panel members on technical matters, which in turn will reduce the time and cost of the decision-making process.”

“The Western Australian Local Government Association’s Systematic Sustainability Study (SSS) recommended that local governments explore new ways to combine resources at a regional level in order to deliver and fund the functions and services demanded by the community. Joint development assessment panels can help to achieve this, by enabling local governments to pool their resources to support a joint panel, rather than establishing a panel for each individual council. Joint development assessment panels can help to alleviate resource pressures and improve decision making, through the participation of independent technical experts. The benefits of such an approach are illustrated by the regional development assessment panel model in South Australia.”

“The introduction of development assessment panels will not create a new approval system, as the development assessment process will continue to operate in the same way as it currently does. The only difference will be that a development assessment panel, instead of the local government or WAPC, will determine the application. So a single decision-maker will be created, which is focussed solely on determining development applications. This should assist local governments and the WAPC by allowing them to focus on the development of strategic planning instruments, rather than the administration of them. The

development assessment panels will not undermine the decision making role of local governments as decisions by the development assessment panels will be determined within the local policy framework set by the local government. The local government views will essentially be represented by the development assessment panel members.”

“The range of expertise required of the specialist members appointed to the panel may include (but not be limited to) planning, architecture, urban design, engineering, landscape design, environment, law, property development or management. Specialist members will be appointed from a register of appropriately qualified and experienced individuals. The appropriate qualifications and experience for panel members will be detailed in selection criteria prescribed in the new regulations. The register will be created and maintained by the Minister following a call for expressions of interest published in local newspapers and appropriate websites. It is proposed that prospective specialist panel members will be initially screened against the prescribed criteria through a review of their curriculum vitae, reference checks and, where appropriate, formal interviews.”

“In addition, it is proposed that the Minister for Planning will have the power to ‘call in’ any application that is of a class prescribed in the regulations as being a project of State or regional significance. The effect of this declaration will be that any applications made in relation to that proposal will be assessed by the relevant development assessment panel but determined by the Minister. The development assessment panel will be prevented from determining any applications called in by the Minister. Therefore, if a development application has been provided to the relevant local or joint development assessment panel, the panel will review the application using the relevant State and local planning schemes and planning policies, and then prepare a report containing its advice and recommendations for the Minister. The Minister will take the panel’s advice into consideration when determining the application.”

Hon. John Day MLA, Minister for Planning WAPC Discussion Paper (DAP), 11 Sep 2009

Law must draw line on corruption : “Ms Archer (*the Hon. Shelley Archer MLC – former Labor Member for Mining & Pastoral Region*) was charged under Section 83 of the Criminal Code for passing on to her friend, lobbyist Brian Burke, a copy of a letter from the Shire of Broome to former planning minister Alannah MacTiernan (*MLA, currently the State Member for Armadale, but also a potential Federal Labor candidate for Canning MHR, or the Western Australian Senate Team*). In the interests of a full understanding of this perplexing situation, here is Section 83 (*of the WA Criminal Code Act Compilation Act 1913*[#]) :

“Any public officer who, without lawful authority or a reasonable excuse –

- a. Acts upon any knowledge or information obtained by reason of his office or employment;
- b. Acts in any matter, in the functions of his office or employment, in relation to which he has, directly or indirectly, any pecuniary interest; or
- c. Acts corruptly in the performance or discharge of the functions of his office or employment,

so as to gain a benefit, whether pecuniary or otherwise, for any person, or so as to cause a detriment, whether pecuniary or otherwise, to any person, is guilty of a crime and is liable to imprisonment for 7 years.”

“That section seems impossibly, even dangerously, broad in this era of rapid movement of information at the press of a computer key. Politicians work to the benefit of other people, principally their electors. Section (a) does not require the information to be confidential, just that which is gained as part of their work and which is useful to another person. What benefit, other than pecuniary, that may be derived from the passage of information could be deemed to be corrupt? Politicians deal in information. So do lobbyists (*as do public servants*). The law should explicitly define where the intersection creates corruption.”

Paul Murray, Journalist, The West Australian Extract : West Australian (Page 21), 24 Sep 2009

Note # – WA Criminal Code Act Compilation Act 1913, [Section 83 inserted by No. 70 of 1988 s. 16; amended by No. 8 of 2002 s. 4.]

Following up – So the question arises; What would prompt the former Chief Commissioner of the City of Albany, who is now the Governor of Western Australia to act (or not act as the case may be) so as to preclude a comprehensive investigation of a matter formally referred to the Corruption and Crime Commission in respect to the actions of past and present planning officers of the City of Albany. Systemic corruption in any organisation can only exist with the support of the Executive Administration and the Elected Representation (be they Councillors, Mayors, Members of Parliament, Ministers, Premiers, or the Governor of the State of Western Australia).

Kevin Rudd launches planning takeover : “The Prime Minister wants to seize greater control of urban planning by denying infrastructure funding to states and councils that won't agree to improve public transport and ban haphazard housing development. Planners might also have to prohibit development of land subject to possible inundation from rising sea levels and agree to slash carbon emissions to qualify for federal funding. The Prime Minister's thrust into areas traditionally left to local government could even extend to insisting on standards of ‘world-class design and associated architectural integrity’. Mr Rudd outlined his plans in a speech to the Business Council of Australia last night in which he declared it was time for national leadership on urban planning. He vowed to produce national planning criteria and said he was considering formally tying observance of the standards to funding.”

“If the commonwealth is to foot any significant part of the urban infrastructure bill – the commonwealth will legitimately expect to have confidence in the integrity of the strategic planning system in our major cities, Mr Rudd said. The goal is that our cities have strong, transparent and long-term plans for growth and high-quality urban development. The proposed overhaul mirrors Mr Rudd's attempts to improve the quality of state-run schools and hospitals by tying funding increases to reforms in transparency and the delivery of services. It comes amid new predictions to be published in the forthcoming Intergenerational Report that Australia's population will climb 60% to 35million by 2049 and follows Monday's release of a parliamentary committee report warning of the risk that climate change could cause coastal regions to be inundated. As Mr Rudd told the BCA annual dinner of

his plans, he invoked the spirit of the Chifley, Whitlam, Hawke and Keating governments, which he said had played positive roles in urban development.”

“But he accused the Howard government of having ‘vacated the field’ on urban planning and infrastructure development, passing the responsibility to states which were burdened by financial and planning constraints. Clearly, the commonwealth should not take over state responsibilities for land planning or have a direct role in the day-to-day decisions of state and local governments, Mr Rudd said. No commonwealth minister wants to decide development applications or where to lay sewerage pipes. But Mr Rudd said the nation must accept the economic reality of the 21st century if it was to accommodate its rising population while preserving living standards, including limiting congestion and travelling times. He said one great problem facing cities was historic under-investment in public transport, which meant services were under heavy strain or, on city fringes, non-existent.”

“Better planning was needed to ensure communities were not separated from jobs and services. Isolated communities breed social exclusion and entrenched disadvantage, Mr Rudd said. Increasing density in cities is part of the solution to urban growth, alongside green-field development. He said the development had to happen with regard to climate change, with carbon emissions reduced through better design and greater consideration of water use. With Australia facing rapid growth in the decades ahead, the time has now come for the Australian government to take a much greater national responsibility for improving the long-term planning of our major cities, he said. History shows that when the commonwealth steps into the urban arena, working in partnership with the states and territories, it has played a strong and positive role. Mr Rudd said he would pursue the urban development agenda next year through the Council of Australian Governments. I urge all Australian governments, companies, community organisations and citizens to work with us to build the productive, liveable and sustainable Australian cities of the future, he said.”

The Hon. Kevin Rudd MHR, Prime Minister of Australia e-News : The Australian, 28 Oct 2008

Cities in planning spotlight : “Around the world, nations are grappling with the challenge of planning for the cities of the future. The forces of the global economy are driving rapid urban growth and requiring governments to rethink their approach to the planning and development of cities. Last year, with very little comment, the world passed a remarkably significant milestone. For the first time in history, (most) humans live in cities and towns, rather than rural areas. In other words, we have tipped the scales and become an urban planet. Or, as UN Secretary-General Ban Ki-moon says, we have entered the urban century.”

“Cities today are essential to the prosperity of our national economy. They produce a large share of the goods, services, ideas and people that shape our world. In many ways the competition for investment, skilled workers, international events and business now occurs between cities rather than countries. Because cities are now so vital to economic success and citizens’ well-being, national governments are playing a much greater role in planning and delivering growth. As the OECD’s (*Organisation for Economic Co-operation and Development*) 2006 report on Competitive Cities in the Global Economy argues, national economic strategy can no longer ignore the characteristics of cities that shape economic performance, social cohesion and environmental conditions. National urban policies in the past have been reactive and remedial, not proactive and dynamic. Urban issues (must) be given greater visibility and higher priority in national policy.”

“Australia, famously, is one of the most urbanised nations on earth. The nation that once rode on the sheep’s back now rides the M2, M4 and M5 into Sydney and the Epping, Lilydale and Werribee lines into Melbourne. In 2006 our capital cities produced at least 65 per cent of national (gross domestic product). And more than two-thirds of new jobs are created in capital cities. Capital cities are the hubs of our innovation economy, gateways to the global economy and the centres of our road, rail and broadband networks. Nearly two-thirds of the value of international sea freight is handled through a major city port. And more than 80 per cent of international passenger movements take place through Sydney, Melbourne or Brisbane airports. Cities connect our farms, mines and rural areas to world markets. They often hold the corporate headquarters of regionally based companies.

“One of the mistakes in debates about infrastructure and planning is thinking that cities and regional areas are in competition and governments must favour cities or the regions. Having spent most of my early years growing up in country Australia, and most of the past three decades in different cities, I’m convinced this is a myth. The prosperity of urban, suburban and regional Australia are strongly interlinked. Our cities and regions depend on each other, so that planning for the separate needs of regional Australia and metropolitan Australia is in the interests of the whole nation. City transport bottlenecks can undermine the competitiveness of regional exports. Poor regional water infrastructure can raise prices for the fresh food consumed in our cities. That is why tackling the future challenges of our major cities is so important to our nation’s long-term prosperity.”

“To quote Sir Rod Eddington, (chairman) of Britain’s 2006 Eddington Transport Study and now (chairman) of Infrastructure Australia: “Good transport systems support the productivity of urban areas, supporting deep and productive labour markets ... Transport corridors are the arteries of domestic and international trade. But cutting congestion and travel time is about more than just trying to increase national productivity and GDP. It is also about giving people the chance to spend more time with their friends and families, helping the kids with homework or playing sport, rather than sitting in a traffic jam on congested roads. These things are not necessarily reflected in GDP numbers but they are of great importance to our quality of life. In Australian cities, bottlenecks in our rail and port systems are also imposing huge financial costs on our exporters and on businesses in general.”

“It is estimated that road congestion by 2005 was contributing an avoidable cost of \$9.4 billion. And if we fail to act, that cost will double in the next decade. Governments across the nation are working to integrate long-term urban planning and infrastructure investment. Most have in place or are preparing metropolitan plans to address the challenges of growing populations, land supply, infrastructure rollout, housing and the management of growth corridors. However, while some capital city planning frameworks are good, implementing them has proved far more difficult. As (former US) president (Dwight) Eisenhower said, the plan is nothing, the planning is everything. With Australia facing rapid growth in the decades ahead, the

time has come for the Australian government to take a much greater national responsibility for improving the long-term planning of our major cities.”

The Hon. Kevin Rudd MHR, Prime Minister of Australia e-News : The Australian, 28 Oct 2008

Centenary of Great White Fleet : “It started in 1908! The bonds of friendship between the Western Australian public and the US navy goes back much further than you think On 11 September 1908, sixteen American battleships under the command of Rear Admiral Charles Sperry, dropped anchor in King George Sound to give 15,000 US sailors and marines the opportunity to stretch their legs in Albany and meet a few locals.”

“The original concept for an event in 2008 to celebrate the centenary of the visit to Albany by the Great White Fleet was developed by Brad Williamson, CEO of the Albany Port Authority. Following an approach by the Port to the US 7th Fleet Command and the Australian Navy, the idea grew into an Australia-wide celebration of the original visit by the Great White Fleet, with US and Australian Navy vessels visiting Sydney, Melbourne, and Albany as they did in 1908. Ships which took part in the Albany visit were USS Shoup (guided missile destroyer), HMAS Darwin (long range escort frigate) and HMAS Sirius (tanker / auxiliary oiler).”

Brad Williamson, CEO, Albany Port Authority Extract : Annual Report 2008-09 (Page 21), 06 Nov 2009

Following up – In fact, Smithson Planning's first communication with the United States Consulate in Perth, Western Australia was with Mr Nicholas Sherwood (06 Oct 1998). There were subsequent follow-ups with his successors Sally-Beth Bunbry (27 Jan 2000), Oscar De Soto (20 Aug 2003 – including Cmdr Richard Tilghman, 7th Fleet Representative, US Navy), Robin McClellan (23 Nov 2004), and Ken Chern (21 Dec 2007). Brad Williamson commenced service with the Albany Port Authority in February 2003.

Sea levels threaten 250,000 homes : “Almost 250,000 homes, now worth up to A\$63 billion, will be ‘at risk of inundation’ by the end of the 21st century, under ‘worst-case but plausible’ predictions of rising sea levels. The study – released ahead of the crucial Senate vote on Labor’s emissions trading scheme – modelled the effect of a 1.1m sea-level rise on cities and towns around Australia. Andrew Ash, director of the CSIRO climate-change adaptation flagship, said the 1.1m sea-level rise was ‘certainly plausible’. As things stand, the only variation will be exactly when we reach that level, Dr Ash said. Given the study was meant to help government planning decisions, it was therefore ‘both plausible and appropriate’ to model a 1.1m rise. As well as the threat of inundation, the study calculates how many buildings are under threat from soft erodible shorelines.”

Dr Andrew Ash, Director, CSIRO Climate Change Extract : Weekend Australian (Page 4), 14 Nov 2009

All WA benefits : “The Regional Development Council is the main body responsible for coordinating the efforts of the regional development commissions, and taking every opportunity to see regional and remote WA meet its full potential, to promote regional development, policy proposals, and provide advice to the Minister for Regional Development. For over 40 years there has been an imbalance in spending in the Perth metropolitan area and the country, and infrastructure and services in the bush have dropped to the point where people have increasingly made the decision to relocate to Perth. This is not good for Perth and worse for the bush.”

“Royalties for Regions provides one of the tools required to see that situation reversed – not just for the good of those who live in the bush, but for the State and the nation. Thankfully, Brendon Grylls (MLA – Leader of the WA Nationals and Minister for Regional Development; Assisting State Development & Transport) had the guts to put everything on the line to see a significant new investment in the bush – and the bush endorsed it. The governance of the Royalties for Regions process is as thorough as any government process. As opposed to complaining about a lack of resources over time, we choose to look for the opportunities – that is the simple country outlook on life.”

Graham Thomson, Chairman, WA Regional Development Council Article : West Australian (Page 22), 18 Nov 2009

Buckeridge attacks LandCorp inaction : “Building magnate Len Buckeridge has launched a blistering attack on LandCorp, accusing the taxpayer-owned agency of ‘having its foot on the throats’ of WA home builders because its slow release of land was keeping suburban lot prices high. Mr Buckeridge, one of WA’s richest men, said yesterday he was also concerned about LandCorp’s role in thwarting major infrastructure projects through mismanagement of industrial land supply as well as its discouragement of development in the North-West, which was costing the State the chance to change the ‘fly-in-fly-out’ culture of the region. Mr Buckeridge’s foray into the WA land supply debate came after Labor spokesman Mark McGowan on Tuesday called on the State Government to intervene in a dispute between LandCorp and Malaga-based manufacturing firm Complete that may see the company axe 90 jobs and move off-shore to China. Complete says it cannot get land to build a new factory because of LandCorp’s inaction.”

“It also follows an attack two months ago by transport mogul Lindsay Fox’s development arm, which called for LandCorp’s ‘monopoly’ over industrial land supply to be broken because the State-owned agency was frustrating its expansion plans. Mr Buckeridge said yesterday he was most concerned about LandCorp’s participation in private land subdivisions. You have a situation where LandCorp controls so much land that they (effectively) control the market, he said. They take so long to create land with services and the like, so the price of the house-and-land package goes up enormously. Mr Buckeridge said the situation in towns such as Port Hedland and Dampier was ‘embarrassing’ and holding back development of the North-West as well as costing families a chance to enjoy the lifestyle of the area. He called for the head of LandCorp, Ross Holt, to step down for ‘failing’ WA taxpayers.”

“Lands Minister Brendon Grylls backed Mr Holt but said he would take Mr Buckeridge’s criticism on board. Mr Grylls said while he had previously been a critic of LandCorp, its new board (chaired by the former Court Government Agriculture Minister and National Party member for Stirling Monty House) was ‘heading in the right direction’ in ensuring the agency stepped aside

where private firms were willing to develop properties. Complete managing director Emanuel Dillon said that unless the Government intervened to force planning changes by tomorrow, his donga-manufacturing firm (*transportable temporary remote accommodation for construction workers*) would have to shift its operations to China. Planning Minister John Day said the matter was before the State Administrative Tribunal.”

Len Buckeridge, BGC Construction Group Pty Ltd Article : West Australian (Page 59), 19 Nov 2009

Royalties for regions guaranteed : “The Barnett State Government’s Royalties for Regions Bill passed State Parliament last week, meaning the base for the program’s continuing operation was legitimised and stable. Parliament also passed the Royalties for Regions Fund and a new body, the WA Regional Development Trust (WARDT) which gives independent advice to Regional Development Minister Brendon Grylls on development initiatives in Country WA. Minister Grylls said the bill guaranteed the equivalent of 25% of the State’s annual mining and onshore petroleum royalties would be returned to the regions for additional investment in projects, infrastructure and community services. This is an historic result for regional West Australians and ensures there is a continuing focus on regional development into the future. He said the WARDT would be a statutory body made up of up to six members, including at least one member who would be a chairperson on one of WA’s nine regional development commissions.”

Hon. Brendon Grylls MLA, Minister for Regional Development WA Article : Albany Advertiser (Page 2), 01 Dec 2009

Why coal must make way for nuclear power : “There is one question we should ask ourselves in the face of a new scare campaign over the use of nuclear power in Australia. Why are so many other nations doing it, but we can’t? New Liberal leader Tony Abbott probably didn’t need to invoke the nuclear debate on the first day in the job but, true to form, he got the rabbits running right away. Prime Minister Kevin Rudd and Environment Minister Peter Garrett didn’t dig too deeply into their intellects with knee-jerk demands that Mr Abbott say where he intended to build the reactors. Mr Abbott actually only called for a debate on nuclear power. But this was quickly transformed by the Rudd spin machine into a fear campaign that nuclear plants would be popping up in people’s backyards. Mr Garrett clearly forgot his own widely ignored calls for an informed nuclear debate as far back as March 2005.”

“The key problem with Mr Rudd’s ETS is that it seeks to pay billions of (*taxpayers*’) dollars to the country’s worst polluters to allow them to continue polluting. That money would be much better spent developing alternatives. As of December 1, there were 436 nuclear power reactors operating in 30 countries, supplying 372,707 MW – some 15% of the world’s electricity. They were all built without a world price on carbon emissions. What really dents the cost arguments against nuclear power are the energy plans of the world’s major emerging economies. China has 11 operating plants, 18 under construction, 35 planned and another 90 in long-term proposals. India currently has 17, is building 6, has 23 being planned and proposes another 15. Just like Australia, both have heaps of cheap coal – and no ETS.”

“Some figures for other countries, which must be living in a different world than Mr Rudd’s Australia, are : Canada (18 operating; 2 under construction; 4 on order or planned; 3 long-term proposed); Indonesia (0,0,2,4); South Korea (20,6,6,0); Russia (31,9,7,37); South Africa (2,0,3,24); Thailand (0,0,2,4); Ukraine (15,0,2,20); Britain (19,0,4,6); United States (104,1,11,19); and Vietnam (0,0,2,8). Overall, according to the World Nuclear Association, there are 488 new plants in the pipeline, with a capacity of just over 500,000 MW. Far-sighted, practical governments made those decisions. But what will eventually drive nuclear and renewables in this country will be a political decision to stop, or dramatically limit, burning coal. It’s that simple. It should not be left up to an easily rorted derivatives market to make the critical decisions in our energy future.”

“The Rudd Government has invested far too many eggs in the carbon capture storage basket, wishing against hope that it will save the coal industry. That’s also a political decision – a bad one. A March 2008 technical report from the Co-operative Research Centre for Coal in Sustainable Development, funded by the coal industry and Federal taxes, examined how Australia could reach the Rudd Government’s 60% cuts by 2050 target if carbon capture and storage proved unworkable. It’s a scenario politicians don’t want to talk about. The report concluded that nuclear power would have to come into play by 2025 with about 15% of market share and with hot rocks surprisingly supplying around twice that amount by 2050. But the boffins responsible for that report noted that if hot rocks were also unviable, then nuclear would have to pick up that quota too. Then we would be relying on nuclear for more than one-third of our power demand. That nuclear horizon is only 15 years away. Anyone interested in hitting the sort of emissions targets needed to cut atmospheric CO₂ growth must have hot rocks in their head to rule out nuclear power now.”

Paul Murray, The West Australian Newspaper Extract : West Australian (Page 20), 08 Dec 2009

Following up – For a predicable response, refer Senator Scott Ludlam’s (Greens WA) letter to the Editor in 09 Dec 2009 (Page 22).

Issues associated with the Albany Seaport – “The Albany port is an asset of critical importance to economic development in the Great Southern region. The total tonnage of commodities traded through the port is expected to almost double to five million tonnes per annum by 2014/15, with the main increases being in grain and woodchips (*no mention of the proposed Southdown Magnetite project which would double the export tonnage again*). To achieve the objective of accommodating this growth in trade and ensuring the continued viability of the port, its infrastructure needs to be developed and its functions protected. The ALPS Strategy recommends the preparation of a port development plan by the Albany Port Authority, in conjunction with relevant government departments, to investigate land and infrastructure requirements, plan strategically for any future expansion and ensure that possible impacts from port activities on adjacent land uses are minimised. It is also recommended that local planning schemes and strategies identify appropriate buffers around the port and incorporate special control areas with provisions to prohibit incompatible development.”

“Protecting access to the port is a major issue given the forecast increase in regional freight. Optimising the balance between road and rail access is considered particularly important. Actions relating to road access are focussed on realisation of the Albany ring road concept (detailed in separate studies), intended to facilitate the unimpeded movement of heavy vehicles to and from the port. It is recommended that top priority to be given to constructing the east-west link of the ring road between Chester Pass Road and Albany Highway (*construction of Albany Ring Road Stage 1 was completed in April 2007*). Other actions include the introduction of measures such as structure planning and land use / development controls to minimise potential conflicts between heavy freight routes and adjacent uses, and implementing the noise mitigation measures recommended in the Albany heavy freight access study.”

“The Strategy strongly advocates placing a greater emphasis on the rail network to move freight to the port. Recommended actions include investigating alternative options to encourage the transfer of road freight to rail and evaluating their costs and benefits, and planning for additional rail infrastructure to improve rail capacity. Transferring freight to rail via an inter-modal transfer facility at Mirambeen (industrial estate), and locating future industrial land and new grain receipt points next to existing rail infrastructure, are also recommended. The Strategy supports the City of Albany / State Government initiative of establishing a boat harbour as part of the Albany waterfront project, on the proviso that it does not have an adverse impact on the port's operations and freight access. The proposed development, located in Princess Royal Harbour, would incorporate a range of maritime, tourism and commercial uses and is considered to have the potential to contribute commercially and socially to the City (*not to exclude the relationship with the CBD and Tourism Precinct*).”

Issues associated with the Albany Airport – “The Strategy emphasises the importance of the Albany airport to the regional economy and aims to ensure its continued efficient operation. It is noted, in particular, that there may be a need for the airport to accommodate larger aircraft in the longer term, with the servicing of passenger and freight movements to the Antarctic a possibility. Planning at the local level should acknowledge the potential expansion of the airport and protect its operation from encroaching urban development through recommended measures such as noise/safety buffers and special control areas specifying appropriate maximum building heights. The Strategy also notes that opportunities exist in the vicinity of the airport to develop related commercial activities, such as flight training schools. It is therefore recommended that land in and around the airport be appropriately zoned so that complementary commercial uses can be established.”

Albany Activity Centres Literature Review, Shrapnel Urban Planning Extract : Appendix B11 (Page 38), 30 Dec 2009

Following up – This document forms part of the circulated Final Draft City of Albany Local Planning Strategy 2009, currently on exhibition for public comment until 26 February 2010 following modification for WAPC amendments. The extracts highlighted by Shrapnel are taken from the WAPC / DPI Lower Great Southern Strategy 2007.

Following-up – the City of Albany Draft Local Planning Strategy 2009 still does not address Albany's World Heritage as a Convict Colonial Settlement; Renewable Energy Supply; Global Warming & Greenhouse Emissions; Nuclear Power; Indigenous Land Rights (Native Title); Risk Management (Port Access); Peak Oil & Gas; Albany Anzac 2014-18 or the Western Bicentennial 2026-27.

Following-up – dated June 2009, the City of Albany Draft Local Planning Strategy 2009 (including the Shrapnel Activity Centres Planning Strategy Report) still does not reference the Rainbow 2000[®] Project despite openly plagiarising several of the planning initiatives canvassed in that copyright report from November 1997.

Regions speak up : “The cities of Albany, Bunbury, Geraldton-Greenough and Kalgoorlie-Boulder are considering a plan to join forces to fight perceived Perth-centric planning. The councils commissioned Barrington Consulting Group to make their case for decentralisation of future population growth away from Perth. A report calls for immediate strategic investment in the infrastructure of regional cities. It is considered highly likely that the projected growth of the Perth metro area will have serious adverse effects, the report states. The alliance will provide a basis for discussions with the Commonwealth to respond to the recent Intergenerational Report showing Australia's population will surge from 22 million to 35 million by 2049. Geraldton-Greenough chief executive officer Tony Brun said regional centres could provide relief from the metropolitan centres which were collapsing under the weight of suburbia.”

Tony Brun, CEO, City of Geraldton-Greenough Article : West Australian (Page 4), 11 Jan 2010

Reconciliation must come with the Republic : “I want to talk about the hopes we have long harboured for reconciliation and an Australian republic. I hope for the day when Aboriginal children will have the same expectations of life as their fellow Australians – to develop their unique cultural, social and economic capital – secured by a new framework of Aboriginal rights and responsibilities, embraced in a national settlement. I also hope for the day when an Australian republic affirms that our country is built on two foundation stones: the indigenous heritage and the British heritage. A republic affirming our British heritage and the great migration success story that followed would recognise that which was LONG denied: this continent was possessed of an ancient civilisation and still is. These two big ideas are usually talked about separately. Let my view be clear: we can have reconciliation without a republic, but we can't have a republic without reconciliation. Reconciliation is either a precedent or a complement to a republic. A republic not grounded in reconciliation would be both mean and meaningless.”

“Our attempt a decade ago to move to a republic without reconciliation was wrong. What a thin achievement such a republic would have been. Not long after sweeping the confetti of national celebrations (*Australia's Centenary of Federation*) into the dustbins of constitutional history, the realisation of how utterly unfulfilling such a republic was would have become apparent. Instead of the House of Windsor it would now be an Australian head of state presiding over what has for too long been called the Aboriginal problem. A republic is a natural and inevitable development, but it should not preserve divisions or create new ones. It should unite our nation around a common understanding of our identity. The true meaning of symbolic reconciliation is not to repudiate our British but to bring our two foundation stones of our country together. A principled, and inclusive, argument for a republic must win over many of those who have opposed a republic perceived as a break with our heritage.”

"I believe a stable majority of Australians would support the idea that our country should not repudiate its British heritage but affirm it, not only as an historical fact, but as the basis for the continued development of our nation. The republican half of the electorate probably comprises a large number of people who oppose a repudiation of Australia's British heritage, but see themselves as republicans because an Australian head of state is of great importance to them. There are not just two models: the existing situation versus a repudiational republic. In reality there are three models: the one in the middle is the affirmational republic that does not repudiate the British heritage and indeed affirms the special place of the crown in our country. The reality that monarchists must face is this: the republican cause will regroup until a narrow majority carries a referendum. If the majority of people who have common ground in relation to the substantial issue – affirmation of our heritage – do not unite to define an affirmational republic, a tepid repudiational republic will eventuate at some point."

"It is not a long-term solution that the monarchists narrowly defeat the republicans in referendums. And yet it appears that the monarchists have no alternative strategy. So how do we do this? The 1967 referendum on Aboriginal citizenship was passed by 92% of the electorate. Our Constitution is one of the hardest in the world to change, because you need 'a majority of voters in a majority of the states'. That is, you need 80 to 90% of the country to support a referendum. To get this kind of support you need to convince rural, conservative and regional Australia – that is, National voters – of the need for change. It took 10 years of outstanding advocacy by leaders such as faith Bandler and Doug Nichols to build a groundswell for the 1967 referendum. Those who think reconciliation and the republic are exclusively a progressive cause need to think again. If you want reconciliation and a republic, conservative Australia must first be convinced."

"Simple majority strategies start from the progressive side and move to the Right. But it doesn't work with constitutional reform because you need a 'majority of voters in a majority of states'. This is why I seek common ground for progressive change with conservatives, because without them, we cannot get the necessary consensus around the progress that we seek. I say to you tonight, in the spirit of hope and progress, that an Australian republic that gives equal weight to Australia's past, present and future is within our potential: a republic that respects its British traditions through retention of the foundation stones of the Westminster political and legal systems; a republic that honours and recognises in law the rightful place of my people through national agreement on indigenous rights and responsibilities; a republic that can proudly turn its face to the modern world and show we are become a beacon of reconciliation in a world that sorely needs us to be."

Noel Pearson, Director, Cape York Institute Policy & Leadership Extract : The Australian (Page 10), 14 Jan 2010

Dubai invites UN to relocate to the emirate : "Dubai has offered to host the headquarters of the United Nations should the global organisation want to leave New York, a sign the Gulf emirate's ambitions remain high despite its debt problems. The Government of Dubai announces that it is fully prepared to host the UN headquarters on its territory in the event its officials take the decision to move from New York, the Dubai Government said. Dubai's offer comes days after an article by an academic and a real estate developer on the website of Forbes magazine called for the United Nations to relocate to Dubai. Bringing the United Nations to Dubai makes sense, wrote Joel Kotkin, a fellow in urban futures at Chapman University, and Robert Cristiano, the California university's 'real estate professional in residence'. New York gets rid of one of its worst welfare cheats, and Dubai finds new tenants to fill its vacant towers, they said, describing the UN headquarters as a 'pain in the butt'. It pays no taxes and annoys hard-working New Yorkers with its sloth, pretensions and cavalier disregard for traffic laws, they said."

Joel Kotkin & Robert Cristiano, Chapman University, California, USA Extract : West Australian (Page 69), 16 Jan 2010

Mayor's Report to Council : "I have also been involved in the City of Albany's 2014/15 Anzac Centenary Strategy Committee as the Chair. Members and staff are working diligently and effectively together in preparation of the dedication of the Anzac Peace Park and the forthcoming centenary. The centenary of the departure from Albany of 30,000 troops destined for the Great War in 2014, and the centenary of Anzac Day 2015. In less than 100 days Albany will welcome state, national and international VIPs, who will join us for the dedication of the Anzac Peace Park on 24 April 2010. These very special events are not about petty political posturing, but all about acknowledging the past, embracing patriotism, the Australian spirit and the Anzac legend. It is about linking to our City Vision which states 'Historic Albany ... home to a vibrant, resourceful and culturally diverse community, driven by a spirit of generosity and opportunity. It is a City where our unique cultural heritage attractions deliver world class experiences.'"

Mayor Milton Evans, City of Albany Extract : OCM Minutes (Page 8), 19 Jan 2010

City parts company with senior staffer : "The City of Albany has parted company with one of its long-standing senior executives. Development Services executive director Robert Fenn's contract was not renewed when the Albany City Council met on Tuesday night. Council deliberated behind closed doors before making the decision put forward by CEO Paul Richards. Mr Richards said Mr Fenn had served Albany for fifteen years in three five-year contracts and the decision not to renew his contract followed a comprehensive review of City processes. Mr Fenn was initially employed as the Manager Development Facilitation and Advice in the former Town of Albany. Following the amalgamation of the Town and Shire of Albany in 1998, he was appointed the Executive Director Development Services with the City and has worked with four CEOs in the last 15 years."

"It's time for a change – we are now going in a different direction."

Paul Richards, CEO, City of Albany Extract : AGS Weekender (Page 1), 21 Jan 2010

Following up – The four CEOs include Murray Jorgensen, Jim Kelly, Andrew Hammond and Paul Richards.

City parts company with senior staffer : "Albany Mayor Milton Evans said Mr Fenn had provided a dedicated and committed 15 years of service. Council is grateful for his long-standing service – Mr Fenn began working at the Town of Albany in 1994 and then with the City in 1998. With over a decade of service to regional planning, Mr Fenn had made an enormous contribution at a

strategic level, Mayor Evans said. He has been an advocate for regional policy changes and instrumental in achieving major improvements to the City's emergency management planning. The job has often been challenging and the lives of most Albany residents have been affected in one way or another by Mr Fenn's advice and decisions. Mayor Evans said Mr Fenn took a lead role during the amalgamation of the Town and Shire and assisted his staff to adapt and move forward with the new structure."

Mayor Milton Evans, City of Albany *Extract : AGS Weekender (Page 1), 21 Jan 2010*

Following up – Following Council's resolution in April 2000, there still wasn't an endorsed Local Planning Strategy or a Draft Local Planning Scheme in January 2010 – for the purposes of the legislation 'endorsed' means endorsed by the Minister for Planning following consideration by the WA Planning Commission.

Following up – In January 2010, the City of Albany determined that the services of Mr Robert Fenn FPIA, Executive Director Development Services, would not be required after 30 June 2010 – and at the same time, The West Australian decided that Mr Andrew Mole's services (Managing Editor, Albany Advertiser Group) were also no longer required.

Grow Bunbury port – BGC chief : "Industrial magnate Len Buckeridge has thrown his support behind a proposal to expand the Bunbury port, saying that it would promote much-needed competition with port services in Fremantle. Mr Buckeridge, the founder of construction and building products empire BGC whose personal wealth is estimated to nudge \$2 billion, said that although he had not been formally approached by representatives of the Bunbury Port Authority, he was prepared to sell part of his key port landholding in Bunbury to accommodate the plan. It comes as the BPA works on a proposal to almost treble the size of the port's inner harbour from five to 14 berths as part of its multi-billion-dollar expansion ambitions. Under the plan, the harbour would be extended south to accommodate the new berths and bulk commodity exports such as coal, bauxite and fertiliser. Mr Buckeridge's 24ha landholding in the path of the expansion had been seen as a potential hurdle."

"Mr Buckeridge said that so long as the Government was willing to pay a fair and reasonable price for his land, he would not stand in the way of the project. He argued an expanded Bunbury port would act as a counterpoint to the Port of Fremantle, which he said was monopolistic and plagued by congestion. The Fremantle Port Authority is an absolute disgrace, the septuagenarian said. It's important to the State that Bunbury develops a capacity that provides a measure of competition to the Fremantle Port Authority. I wish the Bunbury Port Authority well – I think it should happen. Mr Buckeridge's apparent willingness to deal with the BPA comes in contrast to his strident opposition to Main Roads WA resuming part of his Bunbury land in 2008. The resumption issue is the subject of a dispute between the two parties in the State Administrative Tribunal. Mr Buckeridge said that the difference this time was that he would expect the (Barnett) Government to negotiate in good faith."

"The Fremantle Port Authority declined to comment on Mr Buckeridge's comments. Transport Minister Simon O'Brien would also not be drawn on the matter or on the BPA's expansion plans. He said the plans were preliminary and it was premature to discuss their prospects. Opposition infrastructure spokeswoman Alannah MacTiernan said Mr Buckeridge's criticism of the FPA was self-interested because he wanted to establish his own port at Point James, near Kwinana. Ms MacTiernan said that although some aspects of the FPA were monopolistic, the organisation enjoyed overwhelming support from business. She agreed that Bunbury should be developed to accommodate bulk commodity exports but argued it could never compete with Fremantle in its own right because handling containers through the South-West city was unviable."

Len Buckeridge, BGC Construction Group Pty Ltd *Article : West Australian (Page 25), 02 Feb 2010*

Reducing the burden – Report of the Red Tape Reduction Group : "The planning and development process was the most commonly cited area of red tape during the consultation process, accounting for over 20 per cent of issues raised. Business and local government participants were scathing in their comments about the operation of WA's planning system. A large number of problems were identified with the planning system. These included individual policies and processes, such as the Residential Design Codes (R-Codes) and local government approvals processes, as well as serious concerns with the overall effectiveness of the State's planning system, with problems such as a lack of coordination between agencies, inconsistency and duplication commonly identified."

"While planning fulfils a complex function in coordinating a broad range of often conflicting public and private interests, it is clear that the current system is not operating at an optimal level and imposes an onerous burden on Western Australian businesses. Recently there have been a number of State Government sponsored reviews and reports into the effectiveness of the planning system and related issues, including 'Planning Makes It Happen' by the Department of Planning. There are also a large number of operational policies, regulations and guidelines used by State agencies and local government to guide the assessment and determination of applications."

"There are approximately 30 State Planning Policies, 24 Development Control Policies and 93 planning bulletins, as well as a range of strategic plans and operational policies which have standing in decision-making. Added to this is a number of Environmental Protection Policies, guidelines and operational policies applied by the Environmental Protection Authority and the Department of Environment and Conservation. Local government authorities also have a range of development policies. In addition, some planning proposals may trigger Commonwealth involvement under the Environmental Protection and Biodiversity Conservation Act 1999 (Cth)."

"Local governments are responsible for the preparation and administration of local planning schemes. These schemes provide the statutory mechanisms for local governments to implement local planning strategies through zonings, reservations and planning controls. Local governments are required to review and consolidate their local planning scheme every five years pursuant to the Planning & Development Act. The consultation process revealed that many local planning schemes are outdated and have not been reviewed as required by the Act. The consultation process highlighted a widespread concern with regional planning processes. For example, the Great Southern Development Commission queried the lack of regional input into the planning

process. This issue was also raised by the Shire of Carnarvon, the Goldfields-Esperance Economic Development Commission and the Shire of Esperance.”

“Several participants raised concerns that metropolitan land and housing restrictions are being applied to regional areas, resulting in major blockages in supply and distorting prices. Some participants also suggested that regional bodies do not meet as often as they should, causing a bottleneck in planning across the relevant region. The Metropolitan Centres Policy State Planning Policy No. 4.2 (MCP) appears to be an unjustifiable constraint on competition in the Perth metropolitan area. The policy, which is not subject to parliamentary scrutiny, creates a significant barrier to entry. Abolishing the policy would encourage development in Western Australia and facilitate a greater degree of competition, particularly in the retail industry. This would also allow the assessment of proposals which have been held up by review of the policy.”

“It is clear from the consultation process that the planning and development system is in need of broad structural reforms. The RTRG advocates an on-going concerted effort to streamline the planning and development process. This should include further attempts to reduce duplication as well as to reduce the complexity inherent in the process. There is also evidence from many contributors to suggest that there has been a significant loss of confidence in many Councils around planning. Development Assessment Panels were suggested in the ‘Building a Better Planning System’ report to determine significant land and housing projects, as part of the effort to simplify planning approvals. These panels will be the decision-maker for applications of a prescribed class and value, overcoming the duplication in the current system. The panels will also be a ‘one-stop-shop’ thereby reducing delay and uncertainty arising from a multi-staged approval process, and will be accountable for their decisions. In future, consideration should be given to allow developers who are not within the prescribed class and value to apply to have their application assessed by a DAP.”

Hon. Troy Buswell MLA, Treasurer Extract : WA DTF Report (Chapter 10 Planning), 24 Feb 2010

Ms Lisa Harvey MLA, Co-Chair RTRG Extract : WA DTF Report (Chapter 10 Planning), 24 Feb 2010

Hon. Ken Baston MLC, Co-Chair RTRG Extract : WA DTF Report (Chapter 10 Planning), 24 Feb 2010

Following up – The Treasury Report addresses multiple areas of Governance (not just planning); and the Treasurer this same week travelled to Albany, and accused the City Council of being asleep at the wheel in reference to the almost completed Albany Waterfront Project and Albany Entertainment Centre that has nothing booked for the first twelve months of operation at this time.

Perth in 2050 – full of people and cars : “Perth’s population will more than double to 3.4 million by the middle of the century and the city’s residents will be weighed down by spiralling traffic congestion, poor infrastructure and inefficient public transport, a major new report has found. The State of Australia’s Major Cities report, to be released today by federal Infrastructure Minister Anthony Albanese, also reveals that the people of Perth are doing more than residents of any other capital city to boost the national economy but they are the worst at cutting water use. The first of its kind to compare the nation’s cities and look at their future needs, the report also suggests that Perth has a disproportionate number of local councils. The sweeping examination of the nation’s cities with more than 100,000 residents is part of the Government’s efforts to overhaul the way urban services are delivered to the 16 million Australians who call cities home.”

“The report says Perth, along with Sydney, Melbourne and Brisbane, has failed to maintain enough spending on its transport systems over recent years, increasing the rate of traffic congestion. The national cost of this congestion will hit \$20 billion by the end of this decade. Infrastructure and public transport provision have not kept pace with growth rates, the report states. Mr Albanese, in a speech today, will argue that the economic future of Australia is closely tied to the ability of its major cities to operate properly. The major cities are clearly drivers of this nation’s economy, employment and prosperity, he will say. We must ensure that our cities are productive. We must ensure their development is sustainable. We must ensure they are liveable. The report also suggests that Perth may have too many local councils at 30 for 1.6 million residents. Melbourne, with almost 4 million residents has 31 councils (Kennett), while Sydney with 4.4 million residents has 43 councils, and Brisbane has just five (Beatty).”

Hon. Anthony Albanese MHR, Minister for Regional Development Extract : West Australian (Page 21), 05 Mar 2010

Following up – The head of the Major Cities Unit, Ms Dorte Ekelund, was also the former Deputy Director-General of the WA Department of Planning & Infrastructure – she decided to return to Canberra after two years in Perth; the election of the Barnett State Government in 2008; and the devolution of the Planning / Infrastructure portfolio experiment established by the Hon. Alannah MacTiernan MLA.

Push for COA probe thwarted : “An attempt to investigate the treatment of City of Albany staff by councillors has been thwarted. A special Council meeting on Tuesday night failed to agree on how to address a response from Local Government Minister John Castrilli after he was asked to undertake an inquiry into the affairs of the City. Deputy Mayor Dennis Wellington filed a formal complaint last December, claiming there had been ‘inappropriate, recalcitrant and threatening behaviour by some elected members towards staff.’ The meeting had sought to reach an agreement on terms of reference for its own review into its procedures and the management of the Development Services department. However, some councillors considered the matter had been taken over by the Department of Local Government. Staff were accused of taking instructions from the Department of Local Government. Mr Castrilli had tabled a series of recommendations.”

“Cr Wellington said he found the situation facing Council as ‘absolutely extraordinary’. He said the Minister had replied to his letter with recommendations Council examine its own affairs. Two officers from the Department of Local Government had sat in on February’s Council meeting. We were charged with doing it and told to clean up our own mess, only to be put back to the department, Cr Wellington said. Cr Roland Paver said the dialogue between City staff and the Department had cut across the business of Council. Cr Jill Bostock said the meeting had been called for something specific, but what faced councillors was a

different decision. Cr Robert Sutton said it was a concern how long a review team from the Department would take looking into Council's affairs. Mayor Milton Evans said the meeting was to define appropriate terms of reference for a review into the City."

"Cr Dot Price said the Minister recommended the City not undergo a departmental investigation, but a separate independent review. She said she would be surprised if the Department of Local Government was acting in contradiction to what the Minister had recommended. Cr Joy Matla said the review would only be the beginning and would eventually go further into the City's operations. It is believed two councillors and one former councillor are being investigated by the Department of Local Government for their actions towards City staff which were considered to have broken basic local government codes of conduct. One councillor in particular is alleged to have screamed at staff and used verbal abuse to get a point across. Another councillor is alleged to have been reported several times and been investigated by the department. Because of the continual harassment of individual staff members, recordings of conversations are believed to have been made. Cr Mervyn Leavesley said asking for a review of Council was something that had not been taken lightly. He said the councillors involved had been approached to modify their behaviour."

Cr Dennis Wellington, Deputy Mayor, City of Albany Extract : AGS Weekender (Page 1), 11 Mar 2010

Following up – From a Smithson Planning communication to four State Cabinet Ministers on 26 February 2010 (including the Minister for Local Government) – there is unlikely to be a serious investigation into the City of Albany – all roads of inquiry must invariably lead to the actions of the Governor of Western Australia (as the former Chief Commissioner of the City of Albany), the Premier (as the former Minister for Resources Development and then Leader of the Opposition), and the WA Public Sector Commissioner (as the former Director-General of the Department of Premier & Cabinet) not to diminish the role of several other relevant decision making authorities / persons.

Following up – In 2009, Smithson Planning under the auspices of the Commonwealth Joint Standing Committee – Corporate & Financial Services review of the Agribusiness MIS failure of Great Southern Plantations and Timbercorp concluded that a Royal Commission instigated by the Governor General of Australia was the only appropriate course of action to investigate the myriad of issues surrounding this matter.

Grylls talks of swinging to ALP deal : "King-Maker Brendon Grylls has not ruled out forming government with Labor at the next State election – declaring he is no conservative. The National Party leader told *The Sunday Times* yesterday that no one should assume he would do a deal with the Liberal Party to form government in 2013, just because he had agreed to a power-sharing arrangement with the conservatives in 2008. Nothing is a fait accompli with the Nationals, Mr Grylls said. We are an independent party. I don't know where we will go (next election). In the 2008 election, Mr Grylls' Nationals decided to partner with Colin Barnett in return for regional funding. Mr Grylls had wanted to form government with Alan carpenter's Labor Party, but was opposed by senior members of his party. I don't subscribe to being a conservative, Mr Grylls said. I am not a conservative. I don't feel like a conservative. I am a member of parliament from regional Western Australia. There is a strong belief among WA Nationals that they can increase their five member representation in the Legislative Assembly (*and the Legislative Council*)."

The Hon. Brendon Grylls MLA, Parliamentary Leader WA Nationals Extract : Sunday Times (Page 34), 21 Mar 2010

Following up – subject to electoral review, prospectively the Nationals will target Albany, Geraldton, Pilbara, Kimberley, Kalgoorlie & Eyre – while endeavouring to hold onto Blackwood-Stirling, Wagin, Central Wheatbelt, Moore & North-West. The Nationals hold six of 36 seats in the Legislative Council – Agricultural (3), Mining & Pastoral (1), South-West (1), with no representation in the three metropolitan regions.

Recycled sewage key to future : "West Australians will have to embrace recycled water and suburban infill as the population doubles to about 3.5 million people by the middle of the century. The warning from the State Government's planning guru Charles Johnson comes as the Department of Planning updates its population forecasts for Perth based on a sustained period of between 2 and 3% annual growth fuelled by a continuing resources boom. The growth will put enormous strain on the city's water, power and housing as well as health and education facilities. The latest forecasts predict Perth and Peel's population will double from 1.7 million within just 35 years as the State attracts overseas and interstate workers and their families at a rate of nearly 50,000 a year. Mr Johnson, recently appointed executive director of strategic policy and research at the Department of Planning, said even with an increased emphasis on building regional centres such as Bunbury, Geraldton and Karratha into major secondary cities, the Perth and Peel area (regions) would continue to experience the bulk of the population growth."

"Western Australia has been so dominated by Perth and it has been so much in demand that even if we double Bunbury and other centres like Karratha and Port Hedland, we will still be faced with a very significant growth in Perth. Mr Johnson said the State had to get serious about recycling water, particularly as energy intensive solutions such as desalination plants came under climate change pressure. He described as madness the amount of treated sewage being piped out to sea from the metropolitan area. We are going to have a pretty aggressive campaign around urban consolidation. Mr Johnson said the campaign, expected to coincide with a departmental future directions statement to be released later this year, would be built around activity corridors, precincts and transport development. It isn't going to be targeted at the green leafy suburbs but we are going to have to have a real agenda to getting more people into the built-up area we have in a sustainable way, he said. Our outer metropolitan areas would become more self-contained with their own city centres and new facilities that would relieve pressure on centrally located amenities."

Charles Johnson, ED Strategic Policy & Research, WA Dept Planning Extract : West Australian (Page 31), 22 Mar 2010

Greyfields revisited : "In the next forty years, Melbourne's population is forecast to approach seven million residents – a growth fuelled by historically high national targets for population (35 million) and immigration. This acceleration in growth is already exerting pressure on Australia's major capital cities and their housing markets. Metropolitan planning strategies for Sydney, Melbourne and Brisbane – designed to achieve more compact urban development – require that more than half of future new housing be constructed in established, middle-ring suburbs and the remainder in the traditional outer greenfields"

"This strategy was to be coupled with other sustainable city objectives related to reducing resource use (energy and water consumption, public transport, medium-density housing and so on) and greenhouse gas emissions. To date, these plans are failing

to deliver the desired outcomes. The failure is largely due to an inability on the part of government, the development industry and local communities to tackle a 'wicked' challenge : Creating a workable and replicable model for more intensive regeneration of Australia's 'greyfield' suburbs. For me, greyfields is a term for describing the ageing, occupied residential tracts of suburbs that are physically technologically and environmentally obsolescent and which represent economically outdated, failing or undercapitalised real estate assets."

"They are typically found in a 5 to 25-kilometre radius of the centre of each capital city and are service, transport, amenity and employment-rich in comparison to the outer suburbs and urban fringe. Fragmented, piecemeal, residential redevelopment characteristic of the infill occurring in our greyfields – that is, where one residential property is demolished and up to four townhouses appear in its place – is necessary but not sufficient to meet the demands for additional housing. The pace and scale of redevelopment around activity centres and on major arterials is also lagging. Thomas Friedman of the New York Times has reported that the co-founder of Intel likes to say that 'companies come to strategic inflection points, when the fundamentals of business change and they either make the hard decision to invest and take a more promising trajectory, or do nothing and wither'. The same is true for cities. By neglecting the regeneration of greyfields, governments are consigning our big cities to less sustainable, liveable and competitive futures."

Professor Peter Newton, Swinburne University of Technology Extract : Swinburne Magazine (Page 22), 24 Mar 2010

Tax carrot urged to revive regions and save cities : "Tax incentives to turn regional centres into new commerce hubs should be introduced to help ease the congestion choking major cities. The recommendation came from the National Farmers Federation, which said that developing population and tax policies to re-energise regional Australia was critical if the federal government hoped to tackle urban issues such as housing affordability and stretched services. We're a nation of coast-huggers, said NFF president David Crombie. Unless we ... entice businesses and people to major regional cities as new commerce hubs, come 2050 36 million people will choke our cities to a dysfunctional standstill. Governments can't make people move to regional areas, but by creating the case for businesses to start up or relocate operations off the back of innovative and worthwhile tax advantages, people will follow the employment opportunities for themselves and their families. The population projections have 14 million extra souls by 2050, and it beggars belief we aren't thinking more positively about the role regional Australia can play, Mr Crombie said. We need a national plan for regionalisation."

David Crombie, President, National Farmers Federation Extract : The Australian (Page 2), 31 Mar 2010

If you want more people we have to plan better : "Recent contention about the optimum population for Australia, sparked by the release of the Intergenerational Report, is nothing new. We've been debating this since Federation. Long-term planning for the development of regions, towns and cities, catchments and natural resources will allow us to protect the environment while addressing the needs of a larger population. No-one would deny there are challenges in a larger population. We are convinced, however, that managed growth is in Australians' best interests and is necessary and achievable. The first step is for the federal government to take a leadership role and seek agreement with state and local governments on a national growth policy. The next step is for them to integrate planning of urban centres and infrastructure, including roads, public transport, water and electricity supply, as well as schools and hospitals. We must make better use of the infrastructure we have and speed up reforms already under way for our freight, road, water telecommunications and electricity sectors."

Graham Bradley, President, Business Council of Australia Extract : The Australian (Page 14), 31 Mar 2010

Suspend Council : "Albany MP Peter Watson (*Australian Labor Party*) has taken the extraordinary step of demanding the (*Barnett Liberal National Alliance*) State Government step in and suspend the City of Albany council in a desperate bid to clean up the mess it has created. Mr Watson wrote to Local Government Minister John Castrilli on Tuesday recommending Mr Castrilli's office take control of the City and bring caretakers (*Commissioners*) in to run it. He cited revelations in Tuesday's Albany Advertiser about the 2008 appointment of City of Albany chief executive Paul Richards as the latest in a long list of reasons for the council to be suspended. Albany ratepayers could no longer tolerate the 'hassle after hassle' that came with the current administration."

"I don't know if it is leadership or what it is, but Albany is a city which is going ahead in leaps and bounds and I don't think the council is on the same path, Mr Watson said. Unless you've got a very strong, vibrant council nothing will happen and Mr Castrilli needs to seriously consider bringing this in to sort all the problems out. Ministers have suspended councils in the past decade, including the City of Cockburn, the City of Wanneroo and the City of South Perth. A Department of Local Government spokesman said Mr Castrilli could suspend the council and bring in independent commissioners as caretakers if he recognised a '*serious systemic failure*' during an investigation. The Department is already conducting a review of the City's operations as a result of an earlier complaint from Deputy Mayor Dennis Wellington regarding the conduct of some councillors."

Hon. Peter Watson MLA, Member for Albany Extract : Albany Advertiser (Page 1), 01 Apr 2010

Following up – meanwhile, the City of Albany's immediate past Chief Executive Officer, Andrew Hammond who moved on to the City of Rockingham after a glowing review from the City of Albany, is suing the current City of Albany in relation to allegations concerning the adequacy of business planning in preparation for the Albany Entertainment Centre.

Regional cities join in alliance : "The City of Albany has signed an historic memorandum of understanding with Western Australia's three other major regional local governments. Albany, Bunbury, Geraldton-Greenough and Kalgoorlie-Boulder signed the Regional Cities Alliance in Perth on Monday. The alliance, aimed to group together the four biggest regional councils, has been implemented as a pathway to lobbying the Government on regional issues. The alliance has also been described as a way of shifting the perceived 'Perth-centric' approach to thinking on State planning. City of Albany Deputy Mayor Dennis Wellington said the four councils had been working on the alliance for more than six months. Mr Wellington said the regional districts were

becoming more and more important and this was a way of 'having a bit of pull'. The alliance means we can work together to lobby the State Government for a bigger share of the pie, he said. WALGA president Bill Mitchell said that while this was not the first regional forum to be organised, he believed it would make a difference. Mr Mitchell said the alliance would come up with the issues it believed were important and WALGA would advocate on its behalf."

Mayor Milton Evans, City of Albany (Manypeaks) Article : Albany Advertiser (Page 4), 01 Apr 2010

Mayor David Smith, City of Bunbury (Leschenault) Article : Albany Advertiser (Page 4), 01 Apr 2010

Mayor Ian Carpenter, City of Geraldton-Greenough (Batavia) Article : Albany Advertiser (Page 4), 01 Apr 2010

Mayor Ron Yuryevich, City of Kalgoorlie-Boulder (Recherche Goldfields) Article : Albany Advertiser (Page 4), 01 Apr 2010

Following up – it would be the author's contention that neither of the above statements is an April Fool's joke. The City of Mandurah (Peel) opted not to be in the alliance, and it is our understanding that the Town of Port Hedland (Pilbara), the Shire of Roebourne (Karratha & Pilbara), the Shire of Busselton (Leeuwin Naturaliste), and the Shire of Broome (Kimberley Dreaming) were not canvassed.

Transport a big issue : "In response to '**Airport plan not feasible**' (AA 23 Mar 2010 p5) – not feasible in who's assessment? In our recent submission to the federal government via Infrastructure Australia, I have suggested that the WA Government has systematically and comprehensively failed the people of Albany and the Great Southern over the past decade. But let's face it – they had a lot of help from the City of Albany. How many Councillors is it that have now resigned? My company Smithson Planning represented one proposal to the City of Albany for a \$100 million foreign investment in five-star accommodation, and another proposal for a multi-billion dollar new city to the office of the then State Premier Alan Carpenter, again contingent on access to an international airport facility in Albany."

"Perth and the rest of WA are growing at an exponential rate, but courtesy of the City of Albany, we still have a group of elected officials and executive administrators who are quite prepared to tell us all continually what can't be done. The Albany waterfront project, after thirty-years of indecision, is now under construction. While the city's anti-development groups, in association with the region's port users, continue to make impassioned but ineffectual pleas to save that space for very different reasons, the fact is that no credible transport plan has emerged over the past decade. That implies that heavy-freight access to the port will be a recurring issue with no solution. Wilson Tuckey understood that in 2005 before the failure of the agribusiness managed investment schemes, and now the same prospect faces either Anthony Albanese or Warren Truss for the \$1.6 billion Grange Resources iron ore project. The question is why? Why would you if there was a far better opportunity to provide a long-term solution? And why wouldn't you? Politics, commercial competition, and market manipulation from Albany, Perth and Canberra."

Neil Smithson, Managing Director, Smithson Planning Article : Albany Advertiser (Page 8), 08 Apr 2010

Albany's high-end hotel calls for EOI : "Today marks the first step in Albany's quest towards constructing two much-needed hotels with the state government calling on developers to build a new luxury hotel overlooking the Southern Ocean. As foreshadowed by **WA Business News** last week, the state government today launched the marketing process for a key hotel site in the seaside town (*City*) by calling for expressions of interest to build and operate a new four-star or higher rated hotel and short-stay apartments as part of the \$110 million The Waterfront at Albany development. Lands (*and Regional Development*) Minister Brendon Grylls said the hotel and short-stay site was integral to the success of Albany's waterfront development and added to the mix of accommodation already available. Although a major tourist destination and commercial hub, Albany has no four-star or higher rated hotels or equivalent short-stay apartments, Mr Grylls said."

Hon. Brendon Grylls MLA, WA Minister for Lands e-News : WA Business News, 14 Apr 2010

Albany's high-end hotel calls for EOI : "Albany Mayor Milton Evans previously told **WA Business News** that business and leisure travellers continued to be turned away from the town (*city*) due to a lack of appropriate accommodation facilities. The only other high-end hotel in town, formerly located at Middleton Beach, was The Esplanade Hotel which was demolished in February 2007 by its Singaporean owners, WSP Plaza (which is controlled by investment outfit CS Partners), with little activity at the site since that time. Mayor Evans said he was planning a trip to Singapore in the coming weeks to meet CS Partners, hopefully accompanied by members from Tourism WA, to ascertain the reason behind the delays and reaffirm the town's (*City's*) support for the planned \$70 million, 81-room five-star hotel complex. I think we're seeing a light at the end of a tunnel and I know the future is very bright for Albany ... we must keep abreast of the appropriateness of the development, Mr Evans said. I wouldn't be going down this road if I didn't feel there was likely to be a positive outcome."

Mayor Milton Evans, City of Albany e-News : WA Business News, 14 Apr 2010

Albany's high-end hotel calls for EOI : "Tourism Minister Liz Constable said Albany was an important gateway to the South Coast of Western Australia and received more than 253,000 overnight visitors last year. Albany has continued to grow in popularity but has been waiting a long time for a hotel of the calibre we envisage for the waterfront development, Dr Constable said. We are seeking a hotel developer or consortium to help attract both tourists and business visitors by providing premium hotel and short-stay apartments, as well as function and conference facilities. The hotel and short-stay apartment site comprises 9,599 square metres (0.9599 hectares) and is located adjacent to the new \$70million Albany Entertainment Centre, due to be completed by the middle of this year. When completed, the Waterfront at Albany will comprise this new hotel and short-stay accommodation options as well as restaurants, cafes and shops. And there's potential for a 161-pen marina, with up to 74 pens in Stage 1 all sitting alongside the new 620-seat Albany Entertainment Centre. Siteworks and construction of the marina for the waterfront (*are expected*) to be completed early next year."

Hon. Dr Elizabeth Constable MLA, WA Minister for Tourism e-News : WA Business News, 14 Apr 2010

Still remembered at the birthplace of dawn service : “Albany was the site of the first Anzac dawn service 80 years ago and it was the last sight of home for many soldiers sailing off to war – but many locals feel the town (City) is being let down by poor planning for the Anzac centenary commemorations in 2014. Local Returned & Services League president, former SAS soldier Laurie Fraser, is one of those worried the town on the south coast of Western Australia could miss out on being at the forefront of the commemorations. Albany was the last place in Australia seen by the men who left in the first convoys heading to the main World War I conflicts in Gallipoli and the Western Front, France and Belgium.”

“Ships from all eastern capitals waited in Albany’s King George Sound before the first convoy of 39 ships carrying 30,000 troops and 10,000 horses, escorted by warships from Australia, New Zealand, Britain and Japan, left for Egypt on November 1, 1914. A second convoy of 17 ships carrying 8,000 men and their horses left on December 31.”

“The 80th anniversary dawn service is part of a big Anzac weekend in Albany. An Anzac Peace Park recently built on the waterfront will be dedicated tomorrow before a large gathering of dignitaries, including representatives from France and Turkey (and Japan). But Mr Fraser is extremely concerned about a lack of movement towards planning for 2014. He says it is vitally important because Albany is the start of the Anzac trail which leads from here to Gallipoli and on to France and Belgium. It is so important in the formation of what we are today. It was the making of a nation. The Mayor of Albany, Milton Evans, acknowledges bureaucratic delays have been an issue, but says they are being addressed.”

Laurie Fraser MBE OAM, President Albany RSL Extract : Weekend Australian (Page 8), 24 Apr 2010

The biggest show on earth : “Albany’s 2014-15 Anzac centenary commemorations could have the same impact on the city as the America’s Cup did on Fremantle, according to one leading stakeholder. City of Albany tourism and marketing advisory committee member Graham Harvey said Albany’s connection to the Anzac story meant the commemorations could be the biggest event Albany has ever seen, but only if significant planning was done now. Mr Harvey (*the CEO of the Albany Chamber of Commerce & Industry*) said the event needed a \$50-100 million investment and the City needed to diversify its plans to include community members, tourism stakeholders and businesses as soon as possible. More than 30,000 troops assembled in Albany in November 1914 before departing for Egypt, ensuring Albany would hold a unique place as part of the Anzac legend.”

Graham Harvey, CEO, Albany Chamber of Commerce & Industry Article : Albany Advertiser (Page 5), 29 Apr 2010

Funds needed for Anzac centenary : “Premier Colin Barnett, who was in Albany for the opening of the Anzac Peace Park at the weekend, to the Albany Advertiser he had given the City his in-principle support for the centenary Anzac commemorations. But City of Albany Mayor Milton Evans said plans had been in place since 2008 to turn the 2014-15 celebrations into a significant, multi-million dollar event. We also have plans to re-enact the scene where thousands of Australian soldiers boarded boats from Albany. This would be followed by the centenary Anzac Day celebrations in 2015, he said.”

Mayor Milton Evans, City of Albany Article : Albany Advertiser (Page 5), 29 Apr 2010

Anzac centenary : “Albany’s preparations for the centenary of Anzac Day in 2014 have been given a boost by the success of last weekend’s events. High-ranking diplomatic representatives from England, France, Japan, Turkey and USA were among the 200 dignitaries who attended the opening of the Albany Peace Park on Saturday and remained for the Anzac Day services the following day. Albany mayor Milton Evans said Albany’s part in the Anzac legend as the final Australian staging point for the first troops going to World War I was slowly being recognised. It was a major step towards what we are trying to achieve and we have just got to keep up with the momentum, he said. The level of people who were present went right across politics and international boundaries. Mr Evans said that with only four years until the centenary, the City had a short window of opportunity to pull all the major issues together to ensure Albany was recognised for its involvement. He said a committee which included Brigadier Geoff Hand (*11/28th Battalion Royal Western Australian Regiment*), the reviewing officer at Sunday’s commemorative service, and local RSL sub-branch members will be addressing a full Council meeting with initial ideas.”

Mayor Milton Evans, City of Albany Article : AGS Weekender (Page 3), 29 Apr 2010

Following up – In truth, Albany Anzac Re-enactment was first documented in 1997, and proffered to Mayor Annette Knight of the Town of Albany who made public statements in relation to millennium celebrations in 2000 – it then transgressed to the Centenary of Federation celebrations in 2001, and was credited to the Joint Chiefs of the Australian Defence Forces. With amalgamation and the Agribusiness MIS investment for port expansion, it disappeared off the radar until Smithson Planning proposed World Heritage nomination in 2007.

Following up – Mayor Milton Evans was a councillor with the Shire of Albany until Dec 1997 and was re-elected to the City of Albany as a councillor in May 1999 before contesting and winning the Mayoral election in 2007; while President Laurie Fraser of the Albany RSL initially served on the State Executive of the RSL WA; both have been with the respective organisations for the past thirteen years, and were fully conversant with our Rainbow 2000[®] Project proposals, including Albany Anzac 2014-18.

Nation’s eyes on region : “The City of Albany has received mammoth support from all levels of the community, government and international delegations in working with the RSL to deliver the best ever Anzac weekend the community has experienced. We are thrilled to receive positive comments and in-principle support of the Premier, the Hon. Colin Barnett MLA and the Opposition Leader, the Hon. Eric Ripper MLA. The City of Albany and the RSL have been working together since 2008 and will continue to work closely to ensure the maximum potential for Albany, said Mayor Evans. Further to the plans for the Centenary, the 2014-15 Anzac Centenary Strategy Committee has a proposed recommendation to form a partnership. RSL State President Bill Gaynor supports a collaborative planning strategy involving community input into what will be a series of events in 2014-15. We value the contributions already made by the City of Albany in creating a dedicated park, improving the infrastructure at Mt Clarence and administering the Anzac Strategy committee.”

“Now we must take the next step to honour the original Anzac’s whose last sight of Australia was as they sailed out of King George Sound for the Battlefields of Gallipoli and the Western Front, said Mr Gaynor. The combined City of Albany and RSL Anzac Committee is proposing a transition to a new framework that would allow for various stakeholders to work collaboratively and ensure proper planning and delivery of a series of cultural heritage events to commemorate the Centenary. The Mayor, Milton Evans said the opening of the Anzac Peace Park and this year’s Anzac services was a great example of how well the two organisations can work together. We look forward to our continued support of the Anzac events leading up to and beyond 2014. Albany is set to be placed on the world heritage map as a destination.”

Mayor Milton Evans, City of Albany Article : AGS Weekender (Page 9), 06 May 2010

Attention all ACCI Members : “A special electors meeting for Albany residents has been scheduled for this Thursday 13 May to be held at Council Chambers, North Road, commencing at 6pm. As you are no doubt aware, there have been many issues affecting the forward progress of the City’s affairs over recent times. It’s not hard to argue that never before has Albany been at such a crucial crossroads. Whilst it is easy to snipe from the bleachers about all things negative, Albany’s future (economically, socially and culturally) nevertheless remains extraordinarily bright. We encourage you all to attend Thursday night’s special electors meeting to both voice your concerns and at the same time express your desire for council to move forward, to get on with the job they were elected to do, to develop and lay out a clear vision for our great city, and most importantly to construct and implement a workable action plan to deliver outcomes that Albany residents so richly deserve. Hope to see you there.”

Graham Harvey, Chief Executive Officer, Albany Chamber of Commerce & Industry E-mail : 10 May 2010

Act on annuities, expert urges, before age pension costs soar : “How would you like to be compelled on retirement to put part of your retirement savings into a government-provided or government-backed annuity that pays a guaranteed inflation-adjusted income for life? Britain and Germany have mandated annuities for retirees, supplied by private-sector insurers, and there is a good chance that something similar will have to be developed in Australia – eventually. In an interim report last year, the Henry review of the Australian taxation system flagged that retirees should be required to invest part of their retirement savings into a pool and receive regular income payments for the rest of their lives. A professor of actuarial studies at the University of New South Wales’s Australian School of Business, Professor Michael Sherris, says it is disappointing the Government has decided people will continue to rely on the age pension in their later years of retirement. He says in the absence of annuities, the cost of the age pension on the Budget will become unsustainable. He says in 20 years, with most retirees on the age pension and the Budget in deficit, the government will most likely be forced to reduce the age pension.”

Professor Michael Sherris, University of New South Wales Extract : West Australian (Page 45), 10 May 2010

Mark Scott must put news on top of the ABC agenda – It’s time the national broadcaster started breaking stories : “HERE’S an idea for ABC managing director Mark Scott as he talks up his soon-to-start 24-hour TV news channel: use it for news. Not commentary from ABC journalists who think their opinions on issues and events are news. Not recycled reports that have already appeared on the corporation’s radio stations or web sites. Not lifestyle fluff or PR puff promoting ABC magazines or announcers’ memoirs. Rather, the new station should live up to its name and run news. Breaking news that is not running anywhere else. Detailed news based on the ABC’s enormous capacity to cover complex events as they unfold. Investigative news that puts questions that politicians and public servants, sports coaches and business bosses do not want to answer. Certainly, creating such a news-hungry TV station is easier said than done, and it will take all of Mr Scott’s management skills to deliver. But this is not because the ABC lacks the resources – Mr Scott has already undertaken to establish the new station with his existing team. Rather, it is because of the mirrors of modern management techniques and the smoke of media culture that have led the ABC to lose sight of what a news-gathering culture is committed to.”

Chris Mitchell, Editor-in-Chief, The Australian Editorial Extract : The Australian (Page 15), 26 May 2010

High-rise backers, leave CBD as it is : “To Ivan Rijavec and the City councillors reported as supporting high rise development in the CBD of Albany, I would say think again. It may have escaped your attention that many of us residents of Albany are here mainly because of the nature of the city, its open space and the relaxed lifestyle. My family left the metropolitan area because of the development where we lived and the problems that came with traffic congestion and high crime rates. Who on earth would really want Albany to go the way of Bunbury with its CBD choked with traffic? Then again, where would this high-rise development be built? Demolish the historic buildings in the CBD? Bunbury put the bulldozer through theirs. Do you want us to do the same? Maybe you could house 1000 people in high rise developments, but then how do you deal with the 1000 extra motor vehicles? We like the urban sprawl. We have room to move and to breathe. Leave the CBD alone.”

Bob Elms, Albany Resident & Taxpayer Article : Albany Advertiser (Page 8), 01 Jun 2010

Time to take stock of future : “I am writing in response to the article in the Weekender, May 20, ‘Dredge stance could halt mine’. I was dumbstruck when I read that Albany City Council had complaints about the dredging of the Albany port. I am sure that this decision will be the last straw for a lot of young singles and young families to get the hell out of Albany. With the median house price at a high, and other expenses on the rise for a one income family, it is fast becoming the place not to live any more. I have lived here for most of my life (went north for a few years) and when we had children came back because it’s a beautiful spot to live. But for some reason, this town (city!!) wants to stay a retirement town. The Southdown mine would be a great step for the Great Southern in keeping its locals, young and old, here. There are limited high dollar jobs in Albany, the timber industry was great but that has taken a hit as well. I do hope that the few people against the mine will see the best move for Albany right now is forward, otherwise it will be a place to visit, not a place to stay.”

Kirsty Moir, Yakamia Resident & Taxpayer Article : AGS Weekender (Page 8), 03 Jun 2010

RSL chief backs Albany bid to be Anzac celebration focus : “The State President of the Returned & Services League has endorsed Albany as Australia’s number one priority for the 2014-15 Anzac centenary celebrations. Bill Gaynor was in Albany on Friday for the first meeting of the group organising Albany’s Anzac centenary events. Mr Gaynor said no other town (City) in Australia had such a significant relationship with the stories behind the Great War. Albany will be the focal point, he said. The town has been building strong connections to Turkey and France and the City has been taking great strides to hold such a significant event. Mr Gaynor said the meeting was the important first step in moving towards State and Federal involvement in the event. He said the vision needed sustainable infrastructure. The RSL is committed to supporting the coalition and we look forward to the future meetings, he said.”

Bill Gaynor OAM, President, Returned & Services League WA Article : Albany Advertiser (Page 4), 08 Jun 2010

RSL chief backs Albany bid to be Anzac celebration focus : “Albany RSL sub-branch vice-president Peter Aspinall, who is chairing the group, said the next step was gaining community involvement in the process. Albany Chamber of Commerce and Industry chief executive Graham Harvey said in April the commemorations needed a \$50-\$100 million investment. He said the City needed to diversify its plans to include community members, tourism stakeholders and businesses. Mr Aspinall said it was too early to commit to a dollar amount or specific involvement from organisations. He said they now had an appropriate timeframe and the Albany community would be heavily involved in the process. Exact roles and responsibilities will come, he said, but it will be a concept on a national and international scale. The group consists of City of Albany Mayor Milton Evans and RSL members, community members and councillors. Brigadier Geoff Hand has been appointed the project’s external consultant.”

Peter Aspinall, Senior Vice President, Albany RSL Sub-Branch Article : Albany Advertiser (Page 4), 08 Jun 2010

Population growth challenges capital cities : “Melbourne is the nation’s best capital city in planning for population growth, while Sydney ranks ahead of only Darwin and Hobart, neither of which has a full city plan. A KPMG report, to be released today, urges the federal government to take on an expanded role in urban policy, as cities are considered the engine rooms of future productivity. It also recommends a cabinet minister be made directly responsible for urban affairs. Commissioned by a coalition of business groups including the Property Council of Australia, the Australian Institute of Architects and the Planning Institute of Australia, KPMG rated capital cities using criteria adopted last year by the Council of Australian Governments (COAG) for effective planning. The criteria included land-release policies, urban design, integration of nationally significant infrastructure, the clarity of future planning measures and policies to encourage investment.”

“Melbourne ranked first because it has the strongest representation of a capital strategic planning system supported by a metropolitan plan, a transport plan, land supply program and the recently released Integrated Housing Strategy, says the report, *Spotlight on Australia’s Capital Cities*. The key challenge for Melbourne is how it continues to implement its plans in the face of strong population and economic growth. In contrast, Sydney is marked down because of poor implementation of programs, including specific reference to recent changes to major transport infrastructure projects the North West Rail Link, CBD metro and West Metro. These changes indicate a lack of predictability and certainty in the way the Sydney strategic planning system operates and tends to suggest a breakdown in the way the system delivers strategic priorities, the report says. How cities cope with substantially bigger populations has become a hot political issue is the wake of Treasury’s third Intergenerational Report, which projected the nation’s population to rise to 36 million by 2050, with most of the increase occurring in major cities.”

“Kevin Rudd has endorsed what he called a ‘Big Australia’, but the Coalition has expressed doubts about the big cities’ capacity to carry the extra numbers. Property Council of Australia chief executive Peter Verwer said it was critical to the nation’s future to get the planning of big cities right. Mr Verwer said Sydney ranked low because it had an ‘anti-planning culture’. There is no-one in charge, he said. It’s typical of most cities, but with Sydney being bigger, it’s more important to have someone in charge, Sydney needs a clearer blueprint. Melbourne Lord Mayor Robert Doyle said population growth within the capital cities was a big challenge to infrastructure and planning. It drives our policy decision-making and that’s what we’ve focused on here in Melbourne – sustainability, attracting investment, streamlining planning processes, he said. We will be Australia’s biggest city by about 2036, so we are working to be smarter about what and where we build and how we ... integrate our urban infrastructure.”

Peter Verwer, CEO Property Council of Australia Article : The Australian (Page 5), 14 Jun 2010

Iron Ore mine is closer : “The company behind a proposed \$1.6 billion iron ore project near Albany says it is more confident than ever the venture will withstand world-wide economic insecurities and will now go ahead. Grange Resources managing director Russell Clarke (*sic*), who was in Albany for a series of meetings on Tuesday said the company’s Southdown iron ore venture 100km north-east of Albany (*at Wellstead*) was now ‘ramping up’. His comments came one month after Mr Clarke told the *Albany Advertiser* the Federal Government’s proposed resources super profits tax could make the project unviable. Mr Clarke said after one month of negotiations, during which time he had attended meetings with Prime Minister Kevin Rudd and Treasurer Wayne Swan, he was now convinced that either the tax would change dramatically or the Rudd Government would be voted out of office at this year’s election.”

“He was confident the company’s pre-feasibility study, expected to be completed at the end of the year, would yield positive results and push the mine towards full-scale production. We’ve put \$40 million and four years into this project already, so there’s a lot riding on it, he said. I just want to let the people of Albany know we are getting on with it and a decision will be made by the end of the year. The mine, which is expected to pump millions of dollars into the Albany economy, has had its fair share of hurdles, none more controversial than the proposed dredging of Princess Royal Harbour and the planned dumping of 12 million cubic metres of dredging spoil in King George Sound. Mr Clarke said the dredging proposal was in the hands of State Environment Minister Donna Faragher following a process involving the State’s independent Environmental Appeals Convenor. This project is a great opportunity for Albany and I believe the broader populous of Albany recognises this, he said.”

Russell Clark, Managing Director, Grange Resources Article : Albany Advertiser (Page 1), 17 Jun 2010

Grange upbeat on mine future : “The project is really getting quite serious now, Grange managing director Russell Clark said during a visit to Albany on Tuesday when he met with the City of Albany and Albany Port Authority. We went through a tough period last year, we almost went broke actually, but we raised some money on the market and we have seen the iron ore prices change considerably this year where they have gone from \$70 a tonne to \$170. The timeline that we have at the moment is to have it in operation by the end of 2013. Mr Clark was upbeat about the future, predicting an annual spend of \$300m, and 600 jobs available for local workers driving from Albany. There will also be a camp at the mine site as some people would not want to commute every day. Talking to the Mayor today it seems there is a screaming need for opportunities for young people here, whether it is trades or operating roles, he said.”

“Mr Clark rejected continuing community angst about the dumping of spoil from the Port Authority’s planned dredging to enable large iron ore carriers to access Princess Royal Harbour. He said the site selected near Breaksea Island was twice as deep as anywhere else in WA, with recommendations from scientists after five years of study that current would not pose a problem compared to anywhere else further out to sea. It’s important to recognise that the Port has been doing some serious study for nearly five years now, he said. It has been peer reviewed by CSIRO and UWA. Mr Clark defended Grange for being open about its plans and had stuck to the planning process despite a wrong perception by the community. He also rejected criticism by the landowner of the former Woolstores site, who was concerned about loss of value because it was on the planned route of the slurry pipeline to the port. He said discussions with the owner had been ongoing for about five years about locating the 400mm pipe.”

Russell Clark, Managing Director, Grange Resources Article : AGS Weekender (Page 1), 17 Jun 2010

Following up – It’s either two 400mm diameter pipes (or four lesser diameter pipes) within a proposed maximum 7m wide easement dependent on risk management, that is yet to be negotiated along the length of the Albany Ring Road (Stages 2 and 3) and the waterfront from the Woolstores to Semaphore Point (including past the nearly completed Albany Entertainment Centre).

Following up – You can refer to comments by Peter Lewis-Affleck of the WA Dept of Planning in an article appearing in the West Australian of 19 March 2010 (page 26) – Cost derails Albany gas pipeline dream, as well as City of Albany Council Report Item 15.3.4 of 18 May 2010 in respect to the proposed dedication of unallocated Crown Land for the purposes of the easement.

Garrett approves Albany dredging : “Controversial plans to dump enough sand to fill 5000 Olympic swimming pools (12 million cubic metres or four times the dredge spoil associated with the Fremantle Inner Harbour expansion) in Albany’s King George Sound have moved a step closer. Federal Environment (Protection, Heritage and the Arts) Minister Peter Garrett said yesterday he had approved a proposal by the Albany Port Authority and Grange Resources to spend \$100 million deepening the *Ataturk* channel to Princess Royal Harbour to accommodate a seaborne iron ore trade through the city.”

Hon. Peter Garrett MHR, Minister for the Environment & Heritage Article : West Australian (Page 37), 18 Jun 2010

Committee to share city vision : “A process labelled as the driving force behind the revitalisation of a number of cities across Australia will be introduced to Albany at a breakfast next month. The Committee for Process involves local governments, businesses and State governments and community organisations building a vision for the future of a town. It has been embraced by communities as a way of breaking through barriers of red tape. The breakfast will see representatives from the Committee for Perth and the Committee for Ballarat give a presentation called Great Southern, Great City. The speeches will outline the committee process and what it brought to their cities. Creative Albany director David Heaver (a Board Member of the Heritage Council of Western Australia), who is sponsoring the event, said he believed Albany required an organisation of the committee’s ilk to map its future direction.”

“Mr Heaver said the breakfast would test the appetite of the Albany community. I’m not sure whether we have the desire or the money for a committee like this, he said. But it will test the water. As a regional centre, we have enormous potential and instead of silly bickering and red tape, an organisation like this could truly break down the barriers. Inaugural Committee for Perth chief executive Marion Fulker said the committee had enabled Perth’s brightest business and community leaders to get together to build a dynamic future. The role of the committee is not to be an implementer but to act as an informed adviser to lead debate and be a catalyst for change, she said. Albany Chamber of Commerce and Industry chief executive Graham Harvey said the breakfast would be an interesting introduction for the Albany community. Many of us have seen how these Committees have changed communities for the better, he said.”

Graham Harvey, CEO, Albany Chamber of Commerce & Industry Article : Albany Advertiser (Page 9), 24 Jun 2010

Sally Malone, Director, Albany Port Authority Article : Albany Advertiser (Page 9), 24 Jun 2010

David Heaver, Board Member, Heritage Council WA Article : Albany Advertiser (Page 9), 24 Jun 2010

Bruce Manning, CEO, Great Southern Development Commission Article : Albany Advertiser (Page 9), 24 Jun 2010

Depression closes in : “We are now, I fear, in the early stages of a third depression, writes Paul Krugman in *The New York Times*, reflecting on global depressions of the past, and continuing his current trend of gloomy prognoses. It will probably look more like the *Long Depression* (1870s) than the much more severe *Great Depression* (1930s). But the cost – to the world economy and, above all, to the millions of lives blighted by the absence of jobs – will none-the-less be immense ... This third depression will be primarily a failure of policy. Around the world, governments are obsessing about inflation when the real threat is deflation, preaching the need for belt-tightening when the real problem is inadequate spending ...”

“In the face of this grim picture, you might have expected policy-makers to realise they haven’t yet done enough to promote recovery. But no, over the past few months there has been a stunning resurgence of hard-money and balanced-budget orthodoxy

... It's almost as if the financial markets understand what the policy makers seemingly don't – that while long-term fiscal responsibility is important, slashing spending in the midst of a depression, which deepens that depression and paves the way for deflation, is actually self-defeating."

Paul Krugman, Journalist, The New York Times Article : The Australian (Page 11), 01 Jul 2010

Road train concerns : "Chester Pass Road is quickly becoming a death trap, according to local residents. They are concerned about the increased number of road trains between Bon Accord Road at King River and Henry Street at Milpara. Residents who regularly use the road say trucks tailgate and overtake to keep a constant speed on a road not suited for them. Businessman Brian Burns has gathered a petition with 100 signatures that he hopes will be tabled with the Department of Main Roads and City of Albany calling for a reduced speed limit. The people who signed the petition live in the area and know there is a problem. The speed limit of 90km/h is too much for a 90 tonne road train faced with suburban traffic. Times have changed and it's just too dangerous. Residents want the speed limit reduced by at least 10km/h, while others want it down 20km/h."

"There is a steady climb coming into town from the King River bridge, Mr Burns said. He thought he was 'a goner' recently when a road train overtook him at high speed with less than a metre between both vehicles. To see those bogies going past so close, one after the other, is frightening, he said. He complained to the trucking company but was told little could be done, but they would talk to the driver. There is going to be an accident on that road, Mr Burns said. As long as it remains 90km/h there is a problem. This is especially the case when truck wheels drift to the wrong side. One of the biggest problem areas was near Dymesbury Lodge where school buses turn and children have to cross the road. Mr Burns said as a truck driver himself, he understood the problems facing road train drivers. It's not fair on the truckies as well as the locals, he said. But the fact is that the speed of road trains, close to or over the limit, creates a dangerous situation."

Brian Burns, Truck Driver, King River Resident & Taxpayer Article : AGS Weekender (Page 4), 01 Jul 2010

Working to common goal : "Two organisations involved in the development of the Great Southern have signed an historic agreement, pledging to work together for the betterment of the region. The Great Southern Development Commission (GSDC) and its Federal counterpart, Regional Development Australia - Great Southern (RDA-GS) signed a memorandum of understanding last week. The agreement committed both agencies to continued collaboration on the economic and social development of the Great Southern. GSDC chairman Peter Rundle said the new agreement should improve the Federal and State funding identification process required for future infrastructure projects. He said the two agencies shared many common goals."

"The GSDC coordinates and promotes regional development opportunities from a State Government perspective and the RDA-GS represents Federal interests in the development of the region. We will work together on joint projects where we can achieve strategic outcomes for the region. (But) we will continue to acknowledge and respect each other's contributions and claims to intellectual property rights. The agreement requires quarterly meetings to be held in order for the agencies to update each other on their plans and activities. The agencies are also working together on a regional planning process to be undertaken over the next three to four months. RDA-GS committee chairman Milton Evans (*the Mayor of Albany*) said he was pleased to formally recognise the role that each organisation had in contributing to strategic planning for the region."

Peter Rundle, Great Southern Development Commission Article : Albany Extra (Page 2), 02 Jul 2010

Mayor Milton Evans, Regional Development Australia – Great Southern Article : Albany Extra (Page 2), 02 Jul 2010

Esplanade won't sink Waterfront : "One of Albany's leading tourism advocates has moved to allay fears the revitalisation of the old Esplanade Hotel site will deter international interest in the Waterfront development. The three frontrunners for the Waterfront hotel development are expected to be announced by the end of the month, marking the first step towards a four-star facility on Albany's foreshore. Albany tourism advocate Ray Hammond said he believed the site would attract international interest despite competition from the Esplanade site. He said the industry was currently struggling through a glut but the long-term viability of a four-star facility could cut through that and help Albany's future."

Cr Ray Hammond, Breaksea Ward, City of Albany Extract : Albany Advertiser (Page 2), 15 Jul 2010

Esplanade won't sink Waterfront : "The deadline for expressions of interest from hoteliers and developers for the 9599sqm site passed late last month. The Waterfront hotel development, a key part of Albany's wider foreshore restructure, has been pitched to international and national hoteliers as a unique opportunity on one of the world's most beautiful harbours. The three suitable interested hoteliers / developers are expected to be announced by State Government developer LandCorp (depending on their proposals) after approval from Lands Minister Brendon Grylls. In a booklet promoting the site, LandCorp said they envisaged a '70-room hotel and 40 short-stay apartments' in combination with a commercial element and restaurants and cafes, but developers were free to work around those parameters."

"A LandCorp spokesman said once the developers were short-listed their designs and costings would be scrutinised. He said an overall winner would be announced by the end of the year. Despite the progress, a new hotel may not open its doors until April 2014. A building caveat of 35 months from April 2011 is a condition of the site's sale and an additional 24-month time limit would be put on the commercial / mixed development use of the site, meaning that aspect of the development may not open until April 2016. In the promotional booklet LandCorp said they could repurchase the land at the original value if the agreed milestones were not reached by specific dates, avoiding issues the City of Albany faced with the vacant block on the Esplanade Hotel site."

Hon. Brendon Grylls MLA, Minister for Lands; Regional Development Extract : Albany Advertiser (Page 2), 15 Jul 2010

Chief hunt a fresh start : “The City of Albany’s pursuit of a new chief executive is a golden opportunity for a fresh start. Quite simply, the City cannot afford to squander such an opportunity. The disastrous tenure of former chief executive Paul Richards could well have been avoided had there been a more thorough assessment of his past. Mr Richards’ former colleagues at the Shire of Ravensthorpe have gone on record as saying they were never asked about Mr Richards’ performance. Such oversights cannot be repeated. The new chief executive will undoubtedly play a major role in mapping Albany’s direction – a direction some say has been lacking for many years. As the advertisement in Saturday’s *The West Australian* detailed, the new chief executive must be open, accountable and proactive. But perhaps more importantly, those councillors who were never on the same page as Mr Richards must learn to work with the new chief executive in the interests of the town (sic), rather than their own. Constructive debate among councillors is healthy and should be encouraged but a divided council dominated by bickering must be never repeated.”

Ben Spencer, Editor, Albany Advertiser Editorial : Albany Advertiser (Page 8), 20 Jul 2010

Following up – In my professional opinion, Mr Paul Richards was a breath of fresh air and the best Chief Executive Officer the City of Albany has seen in the past 20 years. I sincerely hope that his claim for damages against the Council goes to court so that the people of Albany may be able to hear the truth and witness justice in action.

City facing costly legal battles : “Former City of Albany chief executive Paul Richards is expected to demand a further \$250,000 from his former employer when his lawyers meet with the City in Perth next week. The *Albany Advertiser* understands City of Albany chief executive John Bonker and the City’s lawyers will meet with Mr Richards’ lawyer, John Hammond, in Perth on September 1 to discuss Mr Richards’ demands. While Mr Richards has already received a \$250,000 payout following his shock departure from the City in April – the equivalent of one year’s salary – it is understood Mr Hammond will tell the City his client wants a further \$250,000.”

“The potentially costly demands come amid revelations Cr David Bostock has launched defamation proceedings against the City, Chamber of Commerce & Industry chief executive Graham Harvey and the Albany & Great Southern Weekender. Cr Bostock is believed to be demanding \$250,000 from the City. He also wants \$100,000 from Mr Harvey and \$100,000 from the newspaper over an article published last November. (*Deputy calls for inquiry 12/11*) or (*No show defended 19/11*). Managing editor Wayne Harrington said the newspaper rejected the defamation claims. Mr Bonker confirmed complaints had been lodged against the City and the City was responding to them. He refused to comment further.”

“Mr Bostock’s wife, fellow councillor Jill Bostock, is also believed to be suing the City for an unspecified amount, while a third councillor, Roley Paver, is believed to be suing the City for \$60,000. Local Government Minister John Castrilli refused to be drawn on whether he would intervene in the City’s latest problems but said there was a strategy in place to improve its performance. If individual councillors place their personal interests at odds with serving the interests of the local community, they should reconsider their positions on Council, Mr Castrilli said. I expect all councillors as representatives of their community to fully support and, where appropriate, participate in those processes, including mediation.”

“Albany MP Peter Watson said the legal action was the final straw. He called on Mr Castrilli to step in to rectify the situation. He dismissed Mr Castrilli’s claims the only way to do so was to spend \$1 million on an inquiry. This is it, Mr Watson said. The Minister has got to come in and do something about this. There is something wrong with the system and culture at the City. Enough is enough. Mr Harvey said the ACCI was awaiting advice from its solicitors. How a City councillor can remain on council while at the same time suing that very council they are a member of defies logic, he said. How can you sue yourself? What is frustrating is the CCI and a majority of the residents of Albany and councillors are looking to move Albany forward. But it seems there are a group of residents hell-bent on holding Albany back.”

Hon. Peter Watson MLA, Member for Albany Article : Albany Advertiser (Page 1), 24 Aug 2010

Feedback : “Town planning Australian-style is more ‘heads in the sand’ than Heads Up (Manhattan transfer, Aug 14-15). Developers make interminable strips of unsustainable housing without public transport, play havoc with our rapidly dwindling biodiversity, strip our forests and build cheap, energy-gobbling homes, trickle out land releases to maximise value, develop housing in extreme fire hazard risk environments, pollute our rivers and groundwater, subdivide our arable farms, dam sustainable river flows, corrupt our decision-makers and put us on our quarter-acre boxes to complain impotently because there is nothing we – as third parties – can do to improve development outcomes. If politicians deliver meaningful development approval appeal rights that create a legal nexus between planning controls and development approvals, we will have the primary ingredient for building a sustainable Australia. Without this, sustainable living and development transformation in Australia will remain a fanciful pipedream.”

Sandra Boulter, Cottesloe Ratepayer & Taxpayer Extract : Weekend Australian Magazine (Page 6), 28 Aug 2010

Losing patience : “Local Government Minister John Castrilli is losing patience with Albany City Council. Mr Castrilli said this week he was only one step away from sacking the Council and appointing commissioners. There is a growing frustration by the community of what is going on in Albany, he said. There are those eight people (*Councillors*) trying to do the right thing, that I can gather. That is why I am trying to give them the opportunity to do that. I am looking at this Council day-by-day, and if that deteriorates any further, which prompts me to suspend it, I will suspend it. It’s as simple as that. However, the Minister said the move would be a last resort.”

“I’ve got a fair idea what needs to be done in Albany now, and that is why we did the better practice review in terms of how to progress and pull that community together, he said. But what there will be if things deteriorate to the point where I think that Council should be suspended is an enquiry panel. What that means is that I will suspend that Council, appoint commissioners, then within six months of that date I then appoint an enquiry panel. Mr Castrilli said the process would be expensive at a time

when the City already had many financial challenges ahead. Council could be without councillors for up to two years. So the commissioners will be there running the show. That is open for me to do but I am trying to save the community of Albany between \$1 million and \$1.5 million, That is my estimate. There is no time frame, but I am hoping that commonsense prevails because I don't want to lump that community with any more costs than is absolutely necessary."

Hon. John Castrilli MLA, Minister Local Government Article : AGS Weekender (Page 1), 02 Sep 2010

Open Letter to the Albany Community ... : "We the undersigned are current City of Albany councillors having been duly elected by the eligible citizens and ratepayers of Albany. We are committed to responsible, cohesive, accountable and transparent governance of the City of Albany and are willing to be bound by the will of the majority. Albany is without doubt one of the most idyllic and liveable cities in Australia. We as your elected members of local government are committed to doing all within our power to deliver the very best in service to the residents of Albany, as well as ensuring sustainable development continues to provide the necessary infrastructure and amenities of a modern growing city, balanced with the retention of our unique heritage."

"When standing and subsequently being elected to public office, it goes without saying that one will be subjected to public scrutiny; and rightly so. After all, we have been elected to serve not just those who elected us, but the community as a whole. All members of the community have an inalienable right to criticise us if our performance or integrity fails to meet their expectations. Freedom of speech is singularly the most important pillar of democracy. We are collectively appalled, embarrassed and frustrated by the recent behaviour of some of our peers as they seek to claim damages by way of alleging defamation by respected citizens and organisations of our community, and against the City of Albany itself. We find it untenable that they choose to remain on Council, whilst at the same time continuing to press charges against the very institution they form part of. We call on them to stand down immediately from all council activities until such time as these issues have been resolved."

Cr Ray Hammond, Breaksea Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

Deputy Mayor Cr Dennis Wellington, Frederickstown Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

Cr Rob Sutton, Yakamia Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

Cr Joy Matla, Yakamia Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

Cr Chris Holden, Kalgan Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

Cr Des Wolfe, West Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

Cr Don Dufty, West Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

Cr Jim Swann, Frederickstown Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

MLA told to back off : "Local MLA Peter Watson has been told to 'back off' over his calls for Albany City Council to be sacked. Councillor Ray Hammond said Mr Watson had politicised the issue and put the community at risk. Peter Watson's involvement in this whole matter has been most unhelpful, Cr Hammond said. He has politicised this, and that is a gross error of judgement. You have to question his motivation. Clearly it's not helpful to the City. While he may make claims to the contrary, it isn't. It serves to create further division within our community. He should take the time out and attend a Council meeting rather than speculating about this from a distance. Cr Hammond said disbandment of Albany Council would be the worst possible result for the community. He said installing commissioners to run the City would see it stagnate for up to two years."

"He has underestimated the depth of feeling the majority of councillors enjoy from the wider community. He is misreading this entirely. It serves nobody's interests. Council is functioning. I've been in Council for less than a year. I got on Council due to perceptions of disunity and division. I thought I could make a difference. For the first time you've got a balance or reason. You've got people making solid, well-reasoned conditions (*sic – decisions?*). It functions perfectly well despite the distractions of the minority. Mr Watson said his stance had softened after meeting with Mayor Milton Evans last week. He said he no longer called for the Council's sacking. However, he insisted on the need for an inquiry into the culture of the Council. Mr Castrilli is skirting around the issue, Mr Watson said. It's the culture that needs to be changed. There is no need to spend \$1 million, but developers don't want to come to Albany while it's a basket case."

Cr Ray Hammond, Breaksea Ward, City of Albany Article : AGS Weekender (Page 1), 02 Sep 2010

Following up – The Hon. Peter Watson MLA – Member for Albany, and formerly Parliamentary Secretary for the Great Southern in the Carpenter Labor Government, has now called for the resignation of the Hon. John Castrilli – Minister for Local Government and Heritage.

Move the port by 2040 : "Melbourne's main working port would be decommissioned by about 2040 and Geelong and Hastings would become home to the State's booming freight trade under an ambitious business blueprint to transform the face of Victoria. Under the multi-billion-dollar proposal, put to Premier John Brumby and senior cabinet ministers, contentious Port of Melbourne plans to expand Webb Dock into a new container port would be scrapped, protecting views of the city from Williamstown and reducing traffic congestion in and around Port Melbourne and Docklands. Instead, Swanson Dock would be expanded immediately while an international container terminal was built at Geelong, ready for operation in about a decade. In the longer term – over about the next 30 years – Swanson Dock would be closed as Hastings' deepwater port was expanded to ensure Victoria could cope with the forecast four-fold increase in container trade by 2035. The ultimate goal would be to rid inner Melbourne of container port operations, freeing up the docks for a new waterfront residential and commercial hub on a similar scale to Docklands."

“The brainchild of the transport infrastructure conglomerate Asciano, parent company of Patrick Stevedores and the freight giant national Rail, the plan is also being sold as a regional development policy that would provide a major economic stimulus to Geelong and Western Port Bay. It has been presented to Ports and Major Projects Minister Tim Pallas and circulated to other key ministers, the state opposition and the Greens as the state’s political and business elite grapples with the question of how to ensure Victoria remains the freight capital of Australia. Mr Pallas has not ruled out redeveloping Webb Dock, but in June he announced he was seeking expressions of interest from the industry on new ways to expand Victoria’s container capacity. The Port of Melbourne is Australia’s biggest container port, handling more than 35% of the nation’s trade, and the freight and logistics sector is Victoria’s biggest employer. We want to maintain that edge and we also want to ensure that the state can handle growth while avoiding as much as possible the potential for congestion and delay, Mr Pallas said.”

“The state opposition has long advocated rapid expansion of the Port of Hastings (Western Port Bay), and has concerns about the viability and desirability of transforming Webb Dock into a container port. The Greens, who may well hold the balance of power in State Parliament after November’s election, could be attracted to proposals that would eventually result in the industry being moved out of the capital. The Committee for Melbourne is also pushing the government to detail how the state will cope with the expected increase in container movements, from about 2 million a year now to as many as 8 million a year by 2035. Asciano’s views will carry weight because it is a key player in the industry, but they will be criticised by some industry players and community activists as being designed to boost the company profits. Asciano is one of two operators at Swanson Dock, along with DP World, and has about a 30% interest in the Port of Geelong.”

Hon. Tim Pallas MLA, Minister Ports & Major Projects, State Government of Victoria e-News : The Age, 04 Sep 2010

Move the port by 2040 : “The Asciano blueprint, obtained by The Age, says Melbourne’s population boom – the city is expected to increase from about 4 million now to more than 7 million by the middle of the century – highlights the need to decentralise Victoria’s port facilities. The city’s roads and rail corridors are congested today, and the situation will be dire by 2030 unless action is taken. As populations grow, it becomes uneconomic to have the port located at the urban centre. Asciano says redeveloping Webb Dock would be expensive – requiring government investment of about \$1.3 billion – and would damage the quality of life of residents of bay side suburbs from St Kilda to Williamstown. It would require seven new 70-metre-high cranes, operating 24 hours a day and under floodlights at night, destroying the view of Melbourne’s skyline from the Williamstown foreshore. Because Webb Dock has no rail access, the West gate Bridge and roads in Port Melbourne would become much more congested, with an extra 2000 truck trips a day. The company endorses the government’s plan to expand the Port of Hastings into an international container port after 2030. But in the mean time, the Port of Geelong should be transformed, with a new container terminal operating by 2020.”

“This would require deepening the shipping channels in Corio Bay, at a cost of at least \$360 million, but other costs would be minimal because the Port of Geelong already has major road and rail links. As a working port, Geelong has land buffers in place and a container terminal redevelopment would create minimal environmental and social issues, Asciano said. As a regional city keen to capitalise on the economic advantages of its port, Geelong would receive a significant benefit from container trade. The Asciano report says the Geelong option leads to the desirable outcome of Melbourne eventually being serviced by two container ports – Geelong to the west and Hastings to the east. Medium-term development of Geelong Port and the Port of Hastings would match Victoria’s broader freight and transport plans better, and create investment and jobs in regional Victoria. It would mean that further container port and freight development can occur where costs can be reduced, traffic congestion can be minimised, jobs are needed and where rail infrastructure is available. Asciano’s managing director Mark Rowsthorn to *The Age* last night the blueprint would produce a win-win-win – for Melbournians, people living in regional Victoria, and users of Victoria’s port.”

Mark Rowsthorn, Managing Director, Asciano e-News : The Age, 04 Sep 2010

Albany, Great Southern, O’Connor & Western Australia – Strategic Regional Planning : “Thank you for your email of 19 August 2010 regarding the proposed Grange slurry pipe to Albany Port and the timing of the future stages of the Albany Ring Road. The Albany Port Authority has confirmed that they have been fully involved in determining the proposed alignment of the slurry pipe line and question (*your*) claim that the Grange Resources proposed pipe to Albany Port will have a negative impact on its future prospects. The proposal is to locate the pipeline along Princess Royal Drive road reserve with, perhaps, some deviations to respond to the needs of some adjacent land owners. The location of the pipeline in the Princess Royal Drive road reserve will not restrict Port related road transport. With regard to the Albany Ring Road, Stages 2 and 3 are estimated to cost around \$64m and \$51m respectively. Main Roads has completed the preliminary design for both remaining stages and protection of the proposed route is being sought via the City of Albany Town Planning Scheme. Given the significant funding pressures on road infrastructure right across our State, it is not possible to provide an indication of when construction of this route will commence. However, this project is seen as a priority and it will be assessed as part of the annual Budget development process. Your continued interest in the Albany area is acknowledged.”

Hon. Simon O’Brien MLC, WA Minister for Transport Letter : 14 Sep 2010

Following up – Assuming Main Roads advice translates into Cabinet endorsement; subject to finalising the slurry pipeline route, resolving power issues, and excluding the impact of the proposed federal Mining Tax, in theory there are now no further impediments to the \$1.7bn Grange Resources Magnetite Project save finding the investors willing to commit the capital cost of construction and development.

Geraldton spruces up for the boom : “Geraldton has launched a bold new bid to become a key tourist destination and capitalise on a mining-led economic boom. *Take a Fresh Look*, the campaign launched this week, hopes to show people that it is no longer ‘a boring country town cut off from the sea by an ugly railway line’. The railway line has been ripped up and a \$30million foreshore revamp to open the city to the sea has been completed.”

“The city is the capital of the prosperous Mid-West region and its population has passed 37,000. Population estimates have the city at a potential 80,000 by 2020. Mayor Ian Carpenter said recently the region had \$18 billion in development projects, including \$8 billion in iron ore mining. Premier Colin Barnett has pledged to ensure the \$4.5 billion Oakajee Port & Rail project proceeds by 2014. This project will be the catalyst for mining expansion, creating 15,000 jobs. Property developer Barry Humfrey said he could not build houses quickly enough. We are running out of lots every week, and it is not investors, it is families moving here, he said. The *Take a Fresh Look* campaign includes a 40-page magazine in *The West Australian* tomorrow.”

Mayor Ian Carpenter, City of Geraldton-Greenough Article : West Australian (Page 28), 24 Sep 2010

Real mining, real people, real difference : “If you can put responsibility over risk and respect before reward. If you can think forward, by learning from the past and can keep trust on the same pedestal as profit. If you can admire foundations as much as spires. If you seek the bigger picture by examining every detail. If you can dream big and keep your ego small. If you have the courage to question what you think is not right, and champion what (*that which you believe*) is. Then you understand what it takes to work for Anglo American (*and the Australian Smithsonian – Veritas Liberté*).”

Anglo American Advert : The Australian (Page 6), 27 Sep 2010

City snubs State report – Bonker attacks Local Government department report as irrelevant : “A State Government investigation into the operations of the City of Albany has been dismissed by the City’s chief executive as a paper with little or no relevance to its *‘perceived’* problems. The Local Government department’s better practice review, which analysed the City’s operations between March and June, was predicted to be the wake-up call the City needed following numerous controversies over the past 12 months. Both the 74-page review and the City’s response were released to the Albany Advertiser this week. The review made recommendations on topics ranging from council meetings and the City’s financial situation to tourism. Local Government Minister John Castrilli has consistently used the review to deflect repeated calls by the community and Albany MP Peter Watson for the department to conduct a full inquiry into the City.”

“But in a September 1 reply to the review, City of Albany chief executive John Bonker said it had failed to achieve its objective. In short, the BPR is perceived as a substitute for the community’s subsequent calls for an inquiry ... (but) the BPR has little or no relevance to the governance difficulties currently being experienced, Mr Bonker wrote. The City’s administration is clear on the areas that need improving and it is addressing them as resources permit. In his five-page response, Mr Bonker also rejected the review’s claim that the City should embark on a community needs survey. He said the City already had a more than adequate way of assessing the community’s needs. Realistically, the elected members, together with the administration, are the only group that is in a position to identify and prioritise a community need in a responsible and accountable manner, he said.”

“Albany MLA Peter Watson said Mr Bonker’s comments and the Local Government department’s failure to address the real issues were further justification for an inquiry. Mr Castrilli said the review was instrumental in assisting the City of Albany understand its challenges.”

John Bonker, Interim Chief Executive Officer, City of Albany Article : Albany Advertiser (Page 1), 07 Oct 2010



Slaven Cartoon : Albany Advertiser (Page 8), 07 Oct 2010

CEO search compromised : “The City of Albany has been forced to start the search for a permanent chief executive again after it was revealed the progress of the initial search was compromised. The decision pushes the recruitment process back another three months, meaning the City will be without a permanent CEO until at least February next year. City of Albany interim chief executive John Bonker would not reveal why the search was pushed back. Mr Bonker said there had been 19 applicants for the position. The search for a new chief executive was started after the shock exit of Paul Richards in March.”

“Mr Bonker said the delay would not affect the City’s operations, despite the Department of Local Government’s call for a chief executive to be put in place as ‘*a matter of urgency*’ in their better practice review investigation into the City’s operations. The only potential impact of the new chief executive commencing later than earlier anticipated would be a delay in the commencement of a new or revised strategic plan for the City, he said. Operationally, it is not considered to have any adverse implications. Albany MLA Peter Watson said he knew of three applicants and all were top quality. He said he was surprised the process had been delayed. The thing is these people who applied originally will know that there are problems within the City, he said. If they are forced to go through the process again, they probably won’t.”

John Bonker, Interim Chief Executive Officer, City of Albany Article : Albany Advertiser (Page 5), 07 Oct 2010

Southdown mine good for town : “Albany MLA Peter Watson has sung the praises of Grange Resources’ magnetite iron ore operation in Tasmania, saying he didn’t see anything that would be a danger to Albany’s environment or its residents. Mr Watson has been in Tasmania this week touring the 42-year-old Savage River magnetite iron ore mine, 100km south-west of Burnie, which is said to be similar to the Southdown project proposed for Albany. Expected to operate until 2028, the Tasmanian operation produces about 2.3 million tonnes of iron ore pellets each year, which are shipped to steel producers in Australia and Asia. Mr Watson, who visited both the mine and Port Latta, said he did not see anything wrong with the project. He said with the environmental protection measures in place he did not consider it to be of concern to the local environment. I think it’s going to be a bonus to Albany, Mr Watson said. I had dinner with some of the local mayors and politicians here and they are happy with what Grange has done in their community. The community here support it. It’s a 42-year-old project so a lot of it has worked over a long period of time.”

The Hon. Peter Watson MLA, Member for Albany Article : Albany Advertiser (Page 3), 28 Oct 2010

Southdown mine good for town : “Grange Resources chief operating officer Wayne Bould said the company invited Mr Watson to visit the mine because the operation was so similar to what was proposed for Albany. Mr Bould said he expected the company’s \$25 million pre-feasibility study for the Southdown mine, which is expected to produce about 6.6 million tonnes of magnetite concentrate each year, would be finished by Christmas. Development of the site is planned to begin in 2013, subject to approvals. We would be currently looking to mine some time in the second half of 2014 or into 2015 depending on the timing, availability of infrastructure and how long it would take us to build it, he said. Albany Port Authority chief executive Brad Williamson, who also visited the project this week, said he was comforted by what he saw during the visit and pleased to have learnt more about the technology proposed for Albany. There would be no problem with a similar slurry pipeline in Albany and the technology would be even better than what we saw because this one is 40 years old, Mr Williamson said. It’s a very capable company with a lot of experience. It’s the place to go to learn about slurry pipelines.”

Brad Williamson, Chief Executive Officer, Albany Port Authority Article : Albany Advertiser (Page 3), 28 Oct 2010

Tony draws out gas pipedream : “The extension of the Dampier to Bunbury gas pipeline to Albany was high on WA national Tony Crook’s agenda when he delivered his maiden speech to Federal Parliament this week. The member for O’Connor called on decision makers to have a ‘*CY O’Connor*’ view of the world to progress vital services in his electorate. Mr Crook said a transport hub in Kalgoorlie-Boulder was also needed to take the pressure off the Perth transport network, save millions of dollars and reduce greenhouse gas emissions. We need to look at projects that will sustain us, Mr Crook told Parliament. I fully appreciate that Western Australia does not have the population of some other States but our needs, particularly in the area of infrastructure, are just as valid as the rest of the country, he said. We need to coax people back to the regions and encourage them to stay. People don’t leave regional areas because the roads are no good. They leave because medical and education services are not what they should be. Mr Crook also called on Federal Parliament to do more to address doctor shortages in regional WA and spoke out against the Gillard Government’s mining tax. WA does not need a new mining tax, but it does want its fairer share of what WA delivers to the Federal coffers, he said.”

Tony Crook MHR, Member for O’Connor Extract : Albany Advertiser (Page 5), 28 Oct 2010

Boundaries between Planning and Legal, Duty of Care and Risk : “Whether you are a public or private sector planner, your actions and communications will have an impact. Significant actions or communications can sometimes have an unwelcome or adverse impact on land owner expectations, development potential and proprietary rights. So, as a professional and expert planner, what is your **legal exposure**, or worse **reputational exposure**? By drawing on the principles of expert evidence, this seminar considers professional conduct obligations and the requirements of statutory and common law negligence.”

“Particular attention is given to whether situations in practice give rise to a duty of care, and if so, against what standard of care that duty is evaluated. From this seminar you will gain an **understanding** of some of the **legal and professional pitfalls** in the day-to-day practice of an expert planner. This is the final seminar in the Minter Ellison legal series. The series was designed to inform planning industry participants about pertinent legal issues within the planning framework, the interaction between planning and other land development related disciplines and concepts and professional conduct requirements relating to duty and standard of care.”

Minter Ellison, Lawyers Email : Planning Institute of Australia (WA Division), 02 Nov 2010

Close, but no cigar for Crook : “Rick Wilson asks, ‘will Tony Crook stand up for the residents of O’Connor?’ (Letters 11/04). The answer is : whether Crook wants to or not, he can’t, because he’s made himself technically and functionally irrelevant. The status quo is nobody needs our Tony for anything. He’s told the Federal coalition ‘thanks, but no thanks’, so he has no friends within Opposition ranks. The triumvirate of independents quickly discounted him, happily making off with oodles for their own electorates. And now Federal Labor picks him off when and how they chose (*sic*), without fear or favour. From Crook either affirmation or denial accounts for a big political zero. All of this is incredibly bad news for O’Connor.”

“The constituency may wish to consider itself as invisible for the entirety of this Government. It may be argued, appreciably, that the electorate voted to retire Wilson Tuckey. But voters did not anticipate the outcome, the balances of powers, and the implications for O’Connor. Let’s hope in future voters reappraise the notional benefits of independent representation. Sometimes it pays off, but never when the independent is a vacillator. Even if he wanted to ‘reverse the rip-off’, he can’t. O’Connor will sit helplessly for the next three years, watching the rip off thrive in the absence of representation. Mes amis, we’ve replaced ‘Ironbar’ Tuckey with ‘Close, but no Cigar’ Crook.”

Janelle Price, Resident & Taxpayer, Kalgan Article : Albany Advertiser (Page 8), 09 Nov 2010

Following up – Rick Wilson of Katanning is the President of the O’Connor Division of the Liberal Party of Australia (WA).

Albany has big plans for Anzac centenary : “A flotilla of international naval vessels will commemorate the departure from Albany of the first convoy bound for World War I, as part of plans to make the town the Australian focus for the Anzac centenary and beyond. Under the proposal, up to 16 vessels from the navies of Australia, New Zealand, Great Britain, France, the United States of America, and Japan will stage the commemoration on November 1, 2014. The Albany Centenary of Anzac Alliance is also working on plans for significant projects around Mt Clarence, which it hopes will make the area a focus for understanding and pay homage to the Anzac story.”

“Albany’s plan is among more than 600 submissions, including 60 from Western Australia, sent to the National Commission on the Commemoration of the Anzac Centenary. The centenary, starting in 2014, includes events to mark Australia’s involvement in World War I, including the 100th anniversary of the Gallipoli landings in 2015 and the centenary of Armistice Day to mark the war’s end in 1918. The Albany Centenary of Anzac Alliance has been set up by the City of Albany and the Albany Sub-branch of the Returned and Services League. Alliance chairman Peter Aspinall said if it was possible to get the re-enactment of the convoy departure to a significant scale, it was likely to be a one-off event, and smaller re-enactments may be held at five-yearly intervals. The Centenary Commission will provide recommendations to the Federal Government early next year.”

Peter Aspinall, Chairman, Albany Centenary Anzac Alliance Article : West Australian (Page 6), 11 Nov 2010

Following up – It is illegal to commercialise Anzac in Australia without the approval of the Commonwealth Government, and the Returned & Services League of Australia have given their unequivocal support to the Albany Anzac 2014 re-enactment. Smithson Planning is currently endeavouring to secure multi-partisan support from the Liberals, Labor, the Nationals, the Greens and the Independents.

AEC needs more parking spots : “The Albany Entertainment Centre has had a contentious past but most people agree that we now have a modern venue in which to enrich our enjoyment of the arts. The question has to be asked, who did the mathematics on car parking space? In a complex that can, and will on occasion, hold a 1000 people, it could be assumed that at least 350 to 400 car parking spaces would be necessary. However, less than half that number seem to have been planned. Obviously, the idea is that people should park in the town and walk over the bridge to the complex – not perhaps the happiest solution if the heavens have opened (*raining*). People will naturally park as close to the theatre as they are able to, and this in turn will act against the interests of those using (*and owning*) the local hotels and restaurants. The time to rectify this situation is now before more of the foreshore building commences.”

Mike Howe, Resident & Taxpayer, City of Albany Article : Albany Advertiser (Page 8), 18 Nov 2010

Following up – The first official event at the AEC drew a capacity crowd, and resulted in car parking in all marked bays, on paved areas for pedestrians, and along the verges of both sides of Princess Royal Drive (but not actually on the road pavement). The first act of a potential customer (who isn’t allocated a reserved bay) is to source available parking – ie. they create a traffic management / congestion problem driving around the destination looking for a parking spot – and yes, that creates conflict with other land use activities, as well as posing dilemmas in the context of inclement weather conditions. The construction for the foreshore hotel, marina and commercial activity is yet to start.

Following up – The AEC development does not comply with the parking standards of the City of Albany Town Planning Scheme, and there is no provision for public transport unless buses are permitted to park on Princess Royal Drive. One set of rules for government – another for private enterprise. Not what you would call ‘setting the scene’ for Albany Anzac 2014-18 or Albany Bicentennial 2026-27.

Albany Port expansion gets green light : “Grange Resources Limited and its Joint Venture partner in the Southdown magnetite project, Sojitz Resources and Technology Pty Ltd, are pleased to announce environmental approval for the Albany Port Expansion Project has now been granted. This approval represents a significant milestone in the ongoing development of the Southdown magnetite project located 90km outside (*north-east*) of Albany, Western Australia. The WA Environment Minister, the Hon Donna Faragher MLC, issued the approval under the Western Australian Environmental Protection Act, 1986 having considered EPA recommendations and appeals lodged during the public appeals process.”

“Grange Resources Managing Director, Russell Clark said that following a five-year environmental assessment process, the Minister’s decision is a significant milestone for the Southdown project. The expansion of the Albany Port will enable it to cater for cape size vessels, supporting the proposed export of iron ore concentrate from the Southdown iron ore mine, Mr Clark said. The use of cape size vessels will contribute to shipping and operational efficiencies improving the economics of the project

significantly. We are very pleased to have Ministerial approval for the port expansion and will continue to consult with the local community about the project as well as State Government agencies to complete all environmental approvals processes. The Minister's decision was the culmination of extensive scientific studies, community consultation and submissions during which Grange worked closely with the Albany Port Authority and the local community."

"The Southdown project has a potential mine life in excess of 30 years and is expected to create permanent employment for about 600 local people in the Great Southern region. The Albany Port expansion will involve the removal of sand to create a new berth at the port and widening and deepening of the entrance channel. The JV project team has undertaken comprehensive scientific studies including state of the art water current modelling, incorporating extensive meteorological, ocean energy and marine habitat studies. This has resulted in the development of a management plan to ensure that work is undertaken within the prescribed conditions of the Ministerial approval for the port expansion."

"The Minister's conditions require that stringent operating procedures are in place to protect and respect the local marine life, environment and associated local businesses, including protocols for when whales and other large marine life are present in the operational area. The port expansion will also provide benefits for other port users, with potential for reduced operating costs. Albany Port has played a significant role in the development of the City of Albany, and the port expansion will make an important contribution to the city and local region into the future, said Mr Clark. Grange is Australia's leading magnetite and iron ore pellet producer, through its Savage River operations in Tasmania. Grange will use its extensive expertise at Savage River to help develop the Southdown project."

Russell Clark, Managing Director, Grange Resources e-News : WA Business News, 23 Nov 2010

Following up – The \$1.7bn Grange Resources Southdown Magnetite Project will manifestly alter the labour pricing structure of the Albany / Great Southern market, and bolster education, health, entertainment, recreation, retail, professional services, trades, housing construction, aviation travel, fuel supplies, and core essential services like electricity, water and possibly gas – but it won't build a second railway line along the Princess Royal foreshore (through the oldest European heritage precinct) or a four-lane bridge over the rail cutting at Melville Point.

Port cannot be privatised : "The State Opposition says it has grave fears for the future of the Albany Port Authority after the Government launched a review into the structure of the State's port bodies. The Department of Transport is expected to complete the review into the planning, structure and outcomes of the State's port authorities by April next year. Shadow transport minister Ken Travers claimed the language in the review's initial document indicated the Government was considering privatising port authorities and reducing local control. Mr Travers said the scrapping or amalgamation of local port authorities would see local input completely removed from the decision-making process. He said having a local port authority in Albany would be crucial throughout the development of Grange Resources' Southdown magnetite project. You need a body that is in tune with the local community that is able to respond to local community issues, he said."

"As they facilitate that development if it's done from Perth there will be a whole lot of decisions made that won't take into account local community concerns. The terms of reference for the latest secret review are clearly aimed at increasing central control over the local decision-making of port authorities, including Albany. Mr Travers said the review would also consider whether the current ownership model was still appropriate, which he claimed was code for privatisation. He said the Government had already imposed strict controls over the APA's decision-making ability. He said the review was unnecessary because one had been tabled in parliament just last year."

"A spokesperson for Transport Minister Simon O'Brien said the State Government was undertaking a review of the WA Ports Act, which would evaluate the structure of governance of State port authorities. He said there would be a period of consultation following the completion of the review. The significant growth of the mining sector and the flow-on effect to State ports means it is timely to examine the Act and determine if there are changes required that will better reflect the evolving needs of the State, the spokesman said. There has been no suggestion made of closing ports, amalgamating ports or privatising them."

Hon. Ken Travers MLC, Shadow Minister for Transport Article : Albany Advertiser (Page 4), 25 Nov 2010

Following up – Ken Travers served as Parliamentary Secretary to the Minister for State Development (Premier Gallop) from 2001 to 2005, Parliamentary Secretary for Planning & Infrastructure (Minister MacTiernan) from 2005 to 2008, and was appointed Shadow Spokesperson for Transport under the Ripper State Opposition in October 2008 – we recommend reading his earlier statement dated 24 May 2004.

Lack of parking a problem at AEC : "Robert Venturi in his work '*Complexity and Contradiction in Architecture*' written in 1966 stated '*Less is a bore*'. If this is the case, Albany will be subject to a great deal of boredom given the lack of adequate parking facilities at the Albany Entertainment Centre. Should an application for a restaurant licence be submitted, the applicant would have to provide evidence that sufficient parking space existed to satisfy the needs of the business. But apparently, different rules apply when we are dealing with the building that will become the premier architectural icon of the waterfront. It is believed that the plan is for patrons and staff to park in the town to relieve pressure on the parking facilities, a situation that will be greeted with great delight by those patrons forced to walk to the theatre in heavy rain, and also by the owners of hotels and restaurants whose parking spaces will be usurped by others. A rethink and action must take place, otherwise we shall end up with that other great culinary delight '*a dog's breakfast*'."

Mike Howe, Resident & Taxpayer, City of Albany Article : AGS Weekender (Page 8), 25 Nov 2010

Albany Anzac 2014-18 : "In relation to Mr Smithson's concerns about impact on the Anzac 2014-18 activities from waterfront development, I am advised that the construction of the marina and breakwaters will be completed by February 2011 and, as such, should not encroach upon the Anzac 2014-18 activities. The development sites created on the waterfront, including sites for mixed use, commercial, tourism and short-stay accommodation will be completed by December 2010. These will be sold for development by LandCorp with a 36-month build-by development clause to be attached to its contracts of sale which is designed

to ensure that development of those sites by the successful purchaser happens in a timely manner. Given the above projected timelines, the majority of the built form development on the waterfront will be completed in time for the Albany Anzac 2014-18 celebrations.”

Hon. Brendon Grylls MLA, Minister for Regional Development; Lands Letter : 30 Nov 2010

Anger over Qantas snub – Transport Minister remains silent while businesses slam Skywest move : “Albany tourism operators have attacked a State Government decision to give Skywest Airlines exclusive rights to the Albany air route for the next five years, saying it will damage the region’s tourism industry. As the fallout from the Government’s decision continues to escalate, dozens of angry local businesses have voiced their frustrations. Transport Minister Simon O’Brien is yet to make an official announcement, despite Skywest announcing it had won the exclusive contract last month.”

“A spokesman for Mr O’Brien said he would not comment further until all State contracts had been finalised and the Government had made its announcement. Regional tourism promoter Ray Hammond (also a Councillor of the City of Albany) said he had been inundated with phone calls and emails from local operators who were concerned Skywest’s continued exclusive rights to the route would discourage tourists from visiting Albany. Mr Hammond said the decision would be damaging to the region’s tourism industry. I cannot believe this decision has been made, he said.”

Cr Ray Hammond, Albany Visitor Centre & City of Albany Extract : Albany Advertiser (Page 1), 02 Dec 2010

Anger over Qantas snub – Transport Minister remains silent : “Albany MP Peter Watson said there was no doubt a continued lack of competitive prices would be damaging to Albany’s tourism businesses. He said he had not been consulted about the community’s feelings on the issue. It’s the State Government ignoring Albany once again, he said. If we don’t have competition we are going to get isolated down here. Less and less people are going to fly because it’s too expensive.”

Hon. Peter Watson MLA, Member for Albany Extract : Albany Advertiser (Page 1), 02 Dec 2010

Albany death adds to road toll : WA’s road toll has risen to 177 after a terrible spate of accidents saw ten people killed in five days. A 69-year-old Albany woman died after she drifted on to the wrong side of the road and collided with a road train coming in the other direction. The accident happened about 1.30pm this afternoon on Princess Royal Drive in Albany. Police said it was believed the woman drove on to the wrong side of the road on the crest of a hill and the truck driver could not have done anything to stop the collision. The woman died at the scene.”

Bridget Lacy, Journalist, The West Australian Extract : West Australian (e-News), 06 Dec 2010

Following up – Condolences to the family of the deceased, and our sympathies to the truck driver for damages incurred / yet to be endured. The accident description places the event at the incline to or actually on the Point Melville road bridge – which is very similar to our appraisal of worst case scenario leading to a fatal outcome and significant risk management situation. We refer to Steve Gray’s comments at 19 July 2005 as then Albany LEMAC coordinator and his decline to be briefed on the matter.

Time running out for the State Government to act for WA’s future : “As the WA Government enters the second half of its term, the political window to prepare the State for the next wave of growth is starting to close. As ministers and officials turn their attention to the upcoming State budget, the government needs to put in place a range of strategies to tackle the major challenges facing employers. The State’s peak organisation representing local business, CCI, has released its 10-point plan as part of its 2011-12 pre-budget submission setting out what business needs from the next budget. While the State Government has taken important steps to address some of the challenges facing local businesses, more needs to be done. Time is running out to act in response to reports, reviews and plans, from which the business community expected much.”

“The Economic Audit Committee Report and the Red Tape Reduction Group report have yet to be fully implemented. The Strategic Energy Initiative has not yet been released. And a blueprint for developing the State’s workforce, Skilling WA, has just been published after more than a year on the drawing board. It is critical that the State Government uses its next budget to deliver on promised reforms and encourage private sector investment, wealth creation and employment growth. Business calls on the Government to make it easier to do business :

1. Keep the State’s finances strong and the AAA credit rating in place
2. Reduce taxes - including payroll tax - and remove red tape
3. Help local employers to attract and retain hundreds of thousands of extra workers
4. Invest in, and facilitate development of, infrastructure to support growth
5. To continue the cost reflective pricing in electricity tariffs
6. Allocate funds to improve the quality of education and training
7. Amalgamate unsustainable local councils
8. Reduce growth in Government spending
9. Direct more of the health budget towards prevention; and
10. Articulate a strategic plan for the State, to bring it all together.”

“The coming budget is an opportunity to lay the foundation for the State’s economic future.”

James Pearson, CEO, Chamber of Commerce & Industry WA Extract : WA Business News (e-News), 15 Dec 2010

Albany Anzac 2014-18 : “On 27 September this year I wrote to the Western Australian Minister for Lands (*and Regional Development; assisting State Development; Transport*), the Hon. Brendon Grylls MLA, with your concerns about development at the Albany Waterfront. As you are aware, I recently visited Albany to view for myself the work of the Albany Alliance in preparation for the commemoration of the Centenary of the Anzac in 2014-18. I was very impressed with the Alliance’s work to date. I did have an opportunity during my visit to inspect the new Albany Entertainment Centre on the waterfront and see for myself the impressive plans to incorporate the waterfront precinct into the commemorative events proposed for Mt Clarence and The Forts (*Australian War Memorial Museum - Mt Adelaide*).”

“I note your concerns about development. However, after visiting Albany for myself and receiving a detailed brief on proposed events for 2014-18, I do not believe that there is any need for the federal parliament to become involved in planning matters which are rightly the responsibility of the state and local government authorities. Minister Grylls has outlined a development timetable which will enable further development ahead of commemorative events in 2014.”

Senator the Hon. Michael Ronaldson, Shadow Minister for Veterans’ Affairs Letter : 16 Dec 2010

President’s Message : “Happy New Year!!! And what a year it promises to be. The recent opening of the Albany Entertainment Centre heralds many new opportunities to attract major musical, cultural and corporate events to the region, commencing with an expanded line-up for this year’s Great Southern programme of the Perth International Arts Festival. The appointment of Ms Faileen James, the City of Albany’s new Chief Executive Officer, will bring a new era of stability to local government and we look forward to working with the Council in developing an exciting vision for Albany; a grand plan that will enrol the populace and provide strategic future direction for the decades of opportunity that lie ahead. We positively look forward to Grange Resources being able to push the ‘GO’ button on the Southdown magnetite mine later this year and the many downstream benefits that the project will bring to Albany and the Great Southern.”

Gary Cutler, President, Albany Chamber of Commerce & Industry Extract : Newsletter (Page 1), Jan 2011

Experts tip the five top-performing suburbs in 2011 – Geraldton : “Development of the Oakajee project and the continuing development of its infrastructure will see the Batavia Coast capital perform well in 2011.”

Mark Whiteman, Ray White Real Estate, Western Australia Extract : Sunday Times (Page), 02 Jan 2011

Following up – the Batavia Coast capital – What’s in a name? Location, location, location.

PM unveils first-ever national ports plan : “State and territory governments will be asked to sign off on a new national ports strategy unveiled by Prime Minister Julia Gillard on Friday. The first-ever national strategy for Australia’s ports was described as a plan ‘*for the decades ahead*’ by Transport and Infrastructure Minister Anthony Albanese who will have responsibility for implementing the strategy. But it will first need the approval of the states and territories who are responsible for ports and planning. The government estimates the volume of trade moving through Australia’s biggest ports is expected to triple during the next 20 years. It is time for the way we plan and oversee our ports to change, Ms Gillard said during a visit to Kwinana Port in Western Australia. Under the strategy, port operators will be required to publish 15 to 30 year master plans that detail the expected growth in trade activity as well as the facilities required to handle that growth.”

“State and local planning authorities will be asked to implement buffer strategies to prevent urban encroachment on ports as well as the road and rail corridors that service them. In a bid to avoid unnecessary delay in the delivery of new port facilities, the commonwealth will ensure that its environmental assessment process is carried out concurrently with those of the states. The performance of ports will be regularly measured and compared to their international counterparts through a national data collection system. State and territory leaders will be asked to approve the strategy at a meeting of the Council of Australian Governments (COAG) in February. Ms Gillard said the absence of a national coordinated approach had prevented some ports from expanding because not enough land was set aside for growth. Also, too little thought has gone into planning the road and rail links needed to support their activities, she said. The resulting bottlenecks ... are hurting Australia’s economic performance, causing lower productivity, slower growth and the loss of billions of dollars in export earnings.”

“For a trading island nation the economic importance of ports could not be overstated, Ms Gillard said. Already, they manage 10% of the world’s sea trade and almost all our imports and exports flow through them. The strategy has been developed by Infrastructure Australia and the National Transport Commission. Ms Gillard took the opportunity of her visit to Kwinana to announce the Commonwealth would contribute \$135 million towards the rebuilding and modernisation of WA’s grain rail network. Farmers in WA produce more than 40% of the nation’s grain and more than 90% is shipped overseas. Once completed, the upgraded rail network will mean lower transport costs for farmers, Ms Gillard said. It also would deliver wider community benefits such as fewer trucks on the WA roads.”

The Hon. Julia Gillard MHR, Prime Minister of Australia E-News : West Australian, 07 Jan 2011

The proof of ports strategy lies in convincing COAG – Nation needs action, not another layer of bureaucracy : There were some ironies in the decision by Julia Gillard and Infrastructure Minister Anthony Albanese to launch the national ports strategy in Perth last week. The strategy is dependent on reaching agreement between the states and the commonwealth yet Western Australia is making an art form of spurning Canberra these days. The good news is that the federal government is not attempting a takeover, having learnt from the problems former prime minister John Howard encountered when he tried to bring the ports under Canberra’s control. But the document’s limited approach and lack of detail only serve to underline the challenges Canberra faces in trying to effect change in an area dominated by state and territory administrations.”

“Mr Albanese correctly argues productivity is being ‘*severely hindered*’ by bottlenecks but the minister’s ability to execute the long-term infrastructure planning and development needed to lock in Australia’s global competitiveness rests in large part on

convincing the states to play their part in the national project. That coordination must be achieved with state governments that can be relied upon to use the strategy to extract funds from the commonwealth. Indeed, Queensland has already made that funding link ahead of next month's meeting of the Council of Australian Governments that will discuss the strategy. COAG will examine 42 proposals, including requiring 15- to 30-year 'master plans' from port operators – both government and private; streamlined environmental processes; and benchmarking against global ports."

"Most contentious is a plan that would require state and local planning authorities to develop 'buffer' zones to prevent residential developments and major shopping centres from taking land that could be needed for port expansion or transport links down the track (*no pun intended perhaps*). The master plans are supposed to outline how operators will cope with the tripling of trade through our 42 ports in the next 20 years, but the strategy is light on any clear plans to expand port capacity. This lack of detail has been noted by some critics who have welcomed, in broad terms, Canberra's involvement in ports planning. The document backs the use of freight charges to encourage the use of rail rather than road for the transport of goods to and from the nation's ports. Further details are expected in the draft national freight strategy to be released at the end of the month and there is room for more efficient use of rail where appropriate. NSW has a long-term target of transporting 40% of all freight from ports using rail, yet rail's share is less than 20%."

"For many years, *The Australian* has encouraged the government to address the infrastructure bottlenecks at our ports that have long been identified by the Reserve bank as inhibiting Australia's productivity. The Gillard government gets a tick for starting the process but the potential for the strategy to descend into little more than another layer of bureaucracy is a worrying aspect of a plan touted as an answer to the nation's chronic transport and logistical problems. Labor will need to show more reform will than it has in the past to turn this strategy into concrete action."

Chris Mitchell, Editor-in-Chief, The Australian Editorial : The Australian (Page 11), 10 Jan 2011

Airline shake-up hits regions : "Transport Minister Troy Buswell has announced a shake-up for Western Australia's regional skies, with competition introduced on two popular regional routes, from Perth to Geraldton and Exmouth. Mr Buswell's announcement follows a review of intrastate air services and two request for proposal processes undertaken to provide services to 14 regional areas. Mr Buswell said the biggest change to regional air services was the opening of the Perth to Geraldton route to competition. Under the new regulations, Skywest Airlines will operate flights from Perth to Albany, Esperance and Exmouth, while Skippers Aviation will service Mt Magnet, Meekatharra, Laverton, Leonora, Wiluna, Leinster, Carnarvon, Monkey Mia and Kalbarri. The Perth to Exmouth route has also been opened up to QantasLink, after it and Skywest agreed to operate in competition with one another."

"Skywest will also provide two flights each week for Busselton, as a stopover on its Perth to Albany route. Golden Eagle Airlines will service the subsidised Kimberley service providing flights from Broome, Derby, Fitzroy Crossing and Halls Creek. Under the new arrangements a link to Derby will be added to the Kimberley network, which will provide valuable connections for local communities and give access to the regional hospital, local government and cultural centres," Mr Buswell said. Kimberley passengers will benefit from Golden Eagle's planned introduction of an aircraft that is pressurised, powered by turboprop engines, and bigger, faster and more comfortable than the current aircraft. The new system will operate for five years, with a possible extension of five more, subject to review. The state opposition has raised concerns with the plan, saying the Barnett government must guarantee its changes will lead to cheaper air fares and better services."

"Opposition spokesperson for transport Ken Travers said the government had failed to explain how regional towns will be better off under the new system. The Barnett government's changes are a mish-mash of regulated, partly-regulated and deregulated air routes across WA," he said. There are concerns that these changes will bring out the worst elements of both a regulated and deregulated market. The process has been a complete disaster with airlines having to guess what the final structure for regional air services will be. Regional towns will be left wondering whether the State Government has got them the best possible deal due to all of the confusion that has surrounded this process. Mr Travers said as a result of smaller aircraft servicing Monkey Mia, Kalbarri and Carnarvon, international connections may be lost. This will be a major disaster for some of the State's premier tourism destinations," he said. Failed former Minister Simon O'Brien promised the Government would '...not accept any proposal which does not provide greater services for all West Australians'. Transport Minister Troy Buswell must guarantee that all affected ports will see an improvement in services over the five years of the new arrangements."

Hon. Ken Travers MLC, Shadow Minister for Transport Article : Albany Advertiser (Page 4), 25 Nov 2010

Following up – Ken Travers served as Parliamentary Secretary to the Minister for State Development (Premier Gallop) from 2001 to 2005, Parliamentary Secretary for Planning & Infrastructure (Minister MacTiernan) from 2005 to 2008, and was appointed Shadow Spokesperson for Transport under the Ripper State Opposition in October 2008 – we recommend reading his earlier statement dated 24 May 2004.

Pipeline project cooking with gas : "Albany is set to finally be connected to WA's main gas pipeline (*Dampier Bunbury NGP*), ending the town's reliance on expensive bottled gas. Premier Colin Barnett has flagged that funding for the 2008 election promise, which was put off after projected cost blowouts (\$225m to \$450m) would be made available in this year's State Budget, which will be handed down in May. My preference is we have an arrangement with private industry so they actually build and own the gas pipeline and we basically sponsor part of the cost, he said. My history is someone who has built pipelines as a minister. So, one more shouldn't be too hard. He said the pipeline's real value lay in its ability to provide fuel for gas-powered power stations in the region. That would stabilise the electricity grid and allow the producers of renewable energy, like wind farms, to sell their power into the system. There are a lot of reasons why this gas pipeline is important. We committed to it and we will do it – it's not rocket science."

Hon. Colin Barnett MLA, Premier of Western Australia Article : Albany Advertiser (Page 1), 02 Feb 2011

Good to see common sense prevail : “So no one wants to finance a hotel on Albany’s foreshore? Hooray, at last common sense. It is dangerous enough, being totally sober, trying to enter Port Road (*Princess Royal Drive*) from York Street. If anyone was foolish enough to contemplate building a hotel there, it would be only a matter of time before one of the customers drinks, drives and hits a truck going to the port. Besides, we have a paddock full of weeds at Middleton Beach eagerly awaiting construction of a new hotel – again.”

Nola Webber, Albany Resident & Taxpayer Article : Albany Advertiser (Page 6), 02 Feb 2011

17.1 NOTICE OF MOTION – DEVELOPMENT ASSESSMENT PANELS : “That the City of Albany :

- 1) Expresses its strong opposition to the introduction of the Development Assessment Panels on 1 July 2011 particularly in the light of the absence of any third party statutory right of appeal/review in respect of their decisions;
- 2) Requests the CEO to convey Council’s position to all members of State Parliament, Mayors/Presidents and Councillors in Western Australia; and
- 3) Requests its representatives on the Great Southern Zone of WALGA, to lobby the Zone, and through it the WALGA State Council, to urge all member Councils to decline to nominate elected Councillors for positions on those Panels.”

Cr Roley Paver, Vancouver Ward Agenda : City of Albany (Item 17.1), 15 Feb 2011

Freight haulers get own network : “Giant triple-trailer trucks will be allowed on more roads, dedicated freight routes will be created and cargo and passenger train lines separated under the Gillard government’s strategy to avoid the bottlenecks that choked export earnings during the last resources boom. Infrastructure and Transport Minister Anthony Albanese will today release a draft national freight strategy aimed at avoiding capacity constraints on the roads and rail lines, arguing this will help lift export earnings. Under the strategy, more roads including the Hume, Pacific and Bruce Highways (*Sydney metropolitan region*), and those connected to the ports – could be opened up to the massive B-triple trucks that are now mostly restricted to rural and regional areas. Also, there would be an expansion of inland ports – junctions where goods are shuttled from trucks to trains – in the capital cities, and dedicated freight roads (sic. presumably railway lines) would be built to connect these to the sea ports.”

“Between this year and 2030, truck traffic is forecast to increase 50%, rail freight 90%, containers crossing the wharves 150% and air freight by almost 110%. Soaring commodity prices have put the government under renewed pressure to tackle bottlenecks. Last year, Kevin Rudd vowed to use this year to revamp Australia’s freight system, saying the matter would be a priority for the Council of Australian Governments. But groups such as the Minerals Council of Australia have complained that many of the infrastructure deficits that plagued them in the mid-to-late 2000s have yet to be fixed. While the draft strategy stops short of making explicit recommendations on road charges, it does state that transport infrastructure is not effectively priced. The document highlights that the Henry Tax Review call for road pricing reform, as well as an additional charge to be applied to heavy vehicles on routes where road freight is in direct competition with rail.”

“The Draft National Freight Strategy was developed by the federal government body Infrastructure Australia (*IA*) and the National Transport Commission. Mr Albanese said that IA would have further talks with state and territory authorities, local councils and industry before the final strategy was presented to COAG to be endorsed. He said the freight strategy would be used in conjunction with the national ports strategy, released last month, to shape our nation’s economic future and lift long-term productivity growth. The states endorsed the need for a national ports strategy at the recent COAG meeting, but stopped short of throwing their full support behind the full strategy document Mr Albanese released. This was because officials (*Bureaucrats*) at some of the states were concerned about intervention from Canberra, despite Mr Albanese’s insistence that the plan was not a federal takeover.”

The Hon. Anthony Albanese MHR, Minister for Infrastructure & Transport Article : Weekend Australian, 22 Feb 2011

Plan for a doubled population : “Albany needs to be well prepared for its population to more than double in the next 40 years. This was the message delivered by Regional Development Minister Brendon Grylls last Friday at a GSDC – ACCI business breakfast. Mr Grylls spoke about the Government’s ‘*Supertowns*’ concept and how projected growth would affect the Great Southern. It’s all about planning for WA’s population growth which is expected to be up by 2 million by 2050, he said. If the same dispersal figures are maintained, that means 500,000 extra people in regional WA. If that happens, every regional town doubles in population. Mr Grylls said it was vital to plan for population growth in order to maximise opportunities. If you’re not planning now, you’re ignoring the statistics already in place, he said. If we don’t plan for regional population growth, the people stay in Perth. We have a unique opportunity to plan for that growth. The growth of areas like Albany will be above that natural trend line because of the amenities and facilities you’ve already got. Given your beautiful natural amenity that you have here, you are poised for greater-than-average growth in the future.”

“Mr Grylls cited examples of poor planning in centres such as Port Hedland and Karratha (*power station and sewerage treatment works*) being fixed at great expense. We don’t want to make mistakes which we have to fix up in the future, he said. If you don’t plan, you’ve got 2 million extra people in Perth, and Perth doesn’t want that either. Having the planning tools in place that tells me where a doubling of Albany’s population is going in terms of the topography of Albany, where the need is for the next hub of commercial and retail, where the next playgrounds need to be is absolutely vital. Whether that document is needed in five years time or 15 years time, it doesn’t actually change because the baseline factors of your growth, like topography, already exist. Mr Grylls said the Albany community needed to be prepared for change if economic drivers like *Grange Resources’* proposed magnetite mine come to fruition. Albany will play host to a Planning Institute of Australia Regional Forum at the AEC.”

Hon. Brendon Grylls MLA, Minister for Regional Development; Lands Article : AGS Weekender (Page 3), 17 Mar 2011

Albany to be at centre of events for Anzac centenary : “A re-enactment of the departure from Albany of ships carrying soldiers to World War I and an interpretive centre could play a major role in the commemoration of the Anzac centenary. The projects have been endorsed in a report to the Federal Government by the National Commission on the Commemoration of the Anzac Centenary, released yesterday. The commission, whose members include former prime ministers Malcolm Fraser and Bob Hawke, was set up to recommend ways to mark the 100th anniversary of the Gallipoli landings in 2015 (*the terms of reference were actually across Anzac 2014-18*). The report said Albany had a rich Anzac heritage and in 1914 had been the gathering point for ships carrying forces which became known as the Anzacs.”

“It recommended a commemorative event be held in Albany and broadcast nationally, which could include assembling ships in King George Sound on November 1, 2014, to represent the first convoy. Ships from allied countries that were former enemies could also be invited. The commission also recommended the development of an interpretive centre on Mt Adelaide, in Albany, with panoramic views of King George Sound (*and Princess Royal Harbour*). The centre could use technology to allow visitors to pinpoint the position of the ships that departed in 1914 and locate information about individual soldiers on board. The information should also be available on the internet. Other main recommendations include the establishment of an Anzac Centre for the Study of Peace, Conflict and War; refurbishment of memorials and an exhibition which would travel around the country. Premier Colin Barnett said the focus of the State’s centenary commemorations would be on Albany and the WA Government would support a convoy re-enactment. Chairman of the Albany Centenary of Anzac Alliance, Peter Aspinall, said the alliance was delighted that the city’s importance had been recognised.”

Hon. Colin Barnett MLA, Premier of Western Australia Article : *West Australian* (Page 7), 29 Mar 2011

Grange says Southdown to cost \$2.57b : “Magnetite iron ore producer Grange Resources says its Southdown project at Albany will cost \$2.57 billion to develop. The development cost is comparable to other Australian projects under construction, Grange says. This is a major step forward for Grange’s growth and expansion, managing director Russell Clark said in a statement. The Southdown project, a joint venture with Japanese trading company Sojitz, is expected to produce 10 million tonnes per annum of high grade concentrate for 19 years, with potential to extend to 40 years, according to the results of a pre-feasibility study. Total operating costs for pellet production are estimated at less than \$75 per tonne, excluding shipping from Albany to a pellet plant in Malaysia. Grange said the strong iron ore price outlook boosted its confidence to progress the project to the definitive feasibility study stage, which is scheduled for completion in the first quarter of 2012. Initial production was forecast for 2014, Grange said. More than 80 per cent of production had been committed to blue chip customers, the company said. Grange is 67.3% held by Chinese steel maker Shagang International Holdings Ltd, which was the key player in a group that in 2008 sold the Savage River magnetite iron ore mine in Tasmania to Grange. The company and major shareholders are confident that with the extensive experience gained at our Savage River operations ... the execution risk for this project will be significantly reduced.”

Russell Clark, Managing Director, Grange Resources e-News : *WA Business News*, 10 May 2011



AirPix Pty Ltd, www.airpix.com.au Aerial Photograph : 01 Jun 2011

Big business warns on COAG power : “Demands by conservative states for Canberra to relinquish some control over the Council of Australian Governments have received a fillip, with big business warning that Kevin Rudd's promise to fix federalism is unravelling. As part of his plan to ‘*end the blame game*’ between the commonwealth and the states, Mr Rudd and the premiers agreed in 2008 to shake up federal-state funding by slashing the number of special purpose payments from 92 to five and introducing national agreement areas such as health, education and skills. Labor states had complained the payments were used by the Howard government to impose prescriptive requirements on how the money was spent, such as requiring schools to put up flagpoles. But Business Council of Australia chief executive Jennifer Westacott said that since the 2008 COAG deal, there had been a move back to the old system. She said there was a proliferation of new agreements and some ‘*effectively reinstated commonwealth direction over funding*’.”

“COAG had become more unwieldy, Ms Westacott said, pointing to findings by the Productivity Commission that there are 325 documents before COAG involving six national agreements, 51 national partnerships, 230 implementation plans and 27 intergovernmental agreements. The BCA issues the warning in a submission to a joint parliamentary committee inquiring into federal-state funding agreements. It wants the states to have flexibility on how they deliver services ‘*without undue and excessive commonwealth direction*’. Before being elected NSW premier, Barry O’Farrell promised to lead a revolt by conservative states against the Gillard government’s ‘*coercive centralism*’. Mr O’Farrell has demanded the commonwealth give up some control of COAG, while his West Australian counterpart Colin Barnett has complained the council is ‘*almost a new level of government*’.”

Jennifer Westacott, CEO, Business Council of Australia Article : The Australian (Page 8), 03 Jun 2011

\$42million Albany Waterfront project opens : “A 30-year vision was realised today with the State Government opening the waterfront development at Albany. Speaking at the official opening, Regional Development and Lands Minister Brendon Grylls said State Government collaboration with a large number of local stakeholders had delivered a world-class centrepiece for Western Australia’s first European settlement, linking Albany’s CBD with its historic waterfront. The development of The Waterfront has been achieved with input from the City of Albany, the Albany Port Authority and the Great Southern Development Commission along with a community reference group and the communities of Albany and the wider Great Southern, Mr Grylls said. This collaboration has produced a world-class result with the waterfront development now having the capacity to cater for commercial, retail and tourist investment, including restaurants, cafes, shops, a hotel and short-stay accommodation.”

“Combined with the new \$70million Albany Entertainment Centre and the adjoining ANZAC Peace Park, this area provides an exciting and vibrant location for locals and visitors. The practical completion of the development was marked at the opening with the handover of ownership of the new marina to the Department of Transport and the management of the waterfront’s public open spaces to the City of Albany. Transport Minister Troy Buswell said the department was now the main point of contact for boat owners seeking to secure a mooring at the 74-berth marina. These state-of-the-art facilities and pens provide a protected, safe anchorage for the boating community and a base for Albany’s important tourist boat operators, Mr Buswell said. There is capacity for a further 56 pens to be added as demand increases. The precinct also provides fishing platforms with access for people with disabilities, a fuelling facility, a hardstand area, public boat ramps and trailer parking.”

“The first commercial lots at the waterfront were released to the market today with LandCorp offering the 4,338m² Lot 1 and 1,856m² Lot 6 to potential investors through an ‘*Offer to Purchase*’ process. LandCorp is the developer of **The Waterfront at Albany** working with the City of Albany, the Great Southern Development Commission, the Department of Transport, the Albany Port Authority and a range of stakeholders. The project area is 17.44ha, and Princess Royal Drive was doubled in width along 740 metres to ensure uninterrupted 24/7 access to the port. The development is divided into an entertainment precinct, an accommodation precinct, a commercial precinct, a town jetty precinct and a harbour precinct. Total building area will comprise approximately 34,000m² while about 12,000m² is devoted to public spaces. The \$2.8million pedestrian bridge is nine metres high, clears the rail line by 7.5 metres and has a removable section to cope with exceptionally high-wide loads access to the port. The \$70million Albany Entertainment Centre seats up to 620 and was built for the State Government on land developed by LandCorp. The \$4.54million ANZAC Peace Park was built by the City of Albany on reserve land immediately west of the waterfront project.”

Hon. Brendon Grylls MLA, Min. Regional Development; Lands Media Statement : WA GMO, 14 Jul 2011

Hon. Troy Buswell MLA, Min. Transport Media Statement : WA GMO, 14 Jul 2011

End of Statements : Author’s notes follow.

Most of our work is now done on Facebook, using photographs in albums :

- ❖ Neil Smithson – [Albany Anzac 2014-18](#) (Vols. 1-2)
- ❖ Smithson Planning – Albany Centenary of Anzac Alliance (Vol. 1)
- ❖ Smithson Planning – Albany Major Redevelopment Opportunities (Vol. 1)
- ❖ Smithson Planning – Albany Waterfront Project & Entertainment Centre (Vol. 1)
- ❖ Smithson Planning – [Anzac Centenary Commemorations 2014-18](#) (Vols. 1-3)
- ❖ Smithson Planning – Anzac Gallipoli History 2015 (Vols. 1-3)
- ❖ Smithson Planning – Avon 2020 Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – Batavia 2020 Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – Fremantle South Metropolitan Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – Gascoyne 2020 Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – Kimberley Dreaming 2020 Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – Leeuwin 2020 Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – Perth North Metropolitan Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – Pilbara 2020 Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – [Rainbow 2000 Project](#) (Vols. 1-3)
- ❖ Smithson Planning – Rainbow 2000 Project (Powerpoint Presentation - Short Version)
- ❖ Smithson Planning – Rainbow 2000 Project (Commonwealth Response)
- ❖ Smithson Planning – Rainbow 2000 Project (State Government Response Vols. 1-2)
- ❖ Smithson Planning – Rainbow 2000 Project (Local Government Response)
- ❖ Smithson Planning – Rainbow 2000 Project (Private Sector Response)
- ❖ **Smithson Planning – Rainbow 2000 Project (Media Response)**
- ❖ Smithson Planning – Recherche Goldfields 2020 Regional Planning Strategy (Vol. 1)
- ❖ Smithson Planning – Peak Oil, Gas & Nuclear Power (Vols. 1-2)
- ❖ Smithson Planning – Western Australian Farmers (Vol. 1).

Discussion papers also available from the Smithson Planning website :

- ❖ [Albany International Airport](#) – achieving regional accessibility for trade
- ❖ [Albany Industrial Seaport Relocation Plan](#) – achieving regional accessibility for trade
- ❖ [Albany's UNESCO World Heritage – Anzac & Convict Colonial Settlement](#) – international tourism
- ❖ [Albany & the Corruption Crime Commission WA](#) – the complexity of regional development
- ❖ [Anzac 2014-18 – a National Celebration Strategy](#) – there is a role for each Australian state / various cities
- ❖ [Global Warming & Sea Level Change](#) – profound implications for insurance & property development.
- ❖ [Manypeaks Transitional Governance](#) – a challenge for the State of Western Australia
- ❖ [Peak Oil Gas & Nuclear Power](#) – everybody's growing concern
- ❖ [Planning Instruments of Western Australia](#) – the bottom line of WA Planning Commission activities
- ❖ [Planning & the Australian Media](#) – part of the problem / part of the solution

Author's notes : The Rainbow 2000[®] Project is both a corporate investment strategy and a doctoral research program that examines the hypothesis "Is planning the antithesis of politics? – a case study of Albany & the Great Southern Region, Western Australia, focusing on the inter-relationship between regional development and Local, State & Federal politics in contemporary Australia.

In thirteen years, the *West Australian* Newspaper and the *Sunday Times* never published one article about Rainbow 2000[®] that we are aware of (one exception : West letters 30 July 2007 Page 15); the *WA Business News* published one small piece suggesting some reticence about the continuity of port access in the framework of a significant port expansion program to accommodate grain, woodchips and iron ore.

Perth television STW9, TVW7, NEW10 & SBS28 have never covered Rainbow 2000[®], and both *GWN7* and *WIN9* as regional networks have not canvassed the regional strategy – GWN's Noel Brunning stood for the federal seat of Forrest (Independent) in 2007; Reece Whitby from Channel 7 Perth stood for the state seat of Morley (Labor) in 2008; and Karen Brown from the *West Australian* and the *Weekend Australian* stood for the state seat of Mt. Lawley (Labor) in 2008 – Whitby and Brown being part of Premier Alan Carpenter's parachute dream team – all were unsuccessful for a variety of reasons.

ABC National (radio & television) maintains a largely anti-development stance in the Great Southern, although nationally they have done some great things for Anzac and via Difference of Opinion. *RadioWest* sceptically accepted a paid advertisement.

There were the original paid advertisements referred to by the Albany Town & Shire Councils et.al. of 13 November 1997 appearing in the *Albany Advertiser* and the *Albany & Great Southern Weekender*, with the occasional timely paid reminder advertisement in the Albany Advertiser to reflect that Rainbow 2000[®] – a Regional Planning Strategy for Albany & the Great Southern was not going away that easy.

One rather prominent (and perhaps cynical) article appeared in the *Weekend Australian* in the lead-up to Mayoral / Council elections for the City of Albany in 1999, following which the author was a 'failed' candidate. Otherwise, all communication channels have been pursued vigorously with extensive material being referred to politicians on all sides of the debate, media journalists in print, radio and television and the *National Press Club* in Canberra.

The only thing people choose to believe in is the power of authority and / or the investment dollar – media was no exception, regardless of whether the program could have been beneficial to their commercial aspirations. The alternative is that the non-Albany based media from Perth and Bunbury understood only too well the implications, and misconstrued growth and development as competitive threat (doubtful).

Local politics and commercial relationship both took their toll on local newspaper coverage and balanced representation of the issues. It is reasonable to suggest that few people understand let alone endorse long-term strategic planning that doesn't directly benefit them instantly.

In twelve years, the program of community consultation / participation has included advice in some form or other to governance :

- ❖ Australian embassies of the nations of the World, the United Nations & European Union
- ❖ Governor-Generals of Australia, and every Federal member of parliament (House / Speakers & Senate / Presidents)
- ❖ Prime Ministers & Federal Cabinet Members, and the Leaders of the Opposition & Shadow Cabinet Members & Minority Parties
- ❖ Governors of Western Australia, and every State member of parliament (Legislative Assembly & Council)
- ❖ Western Australian Premiers & Cabinets, and the Leaders of the Opposition & Shadow Cabinets & Minority Parties
- ❖ Premiers / Ministers of New South Wales, Victoria, Queensland, South Australia, Tasmania
- ❖ Leaders of the Opposition / Shadow Ministers of New South Wales, Victoria, Queensland, South Australia, Tasmania
- ❖ Chief Ministers / Ministers of the Australian Capital Territory and Northern Territory
- ❖ Lord Mayors & Councils of the Cities of Brisbane, Sydney, Melbourne, Hobart, Adelaide and Perth
- ❖ Advisory Council of Infrastructure Australia & the Convenors of the Australia 2020 Forum
- ❖ Relevant Federal and State agencies / regulatory authorities
- ❖ Great Southern, and other Regional Development Commissions of Western Australia
- ❖ Fremantle Ports, Westralia Airports Corporation, and the Albany Port Authority
- ❖ Australian Local Government Association and each State / Territory Association
- ❖ Local Government Authorities of Western Australia & the Great Southern Region
- ❖ Mayors / Presidents / Commissioners & Councillors of the Town, Shire and City of Albany
- ❖ Presidents & Executive Councillors of the Returned & Services League of Australia (National & State Divisions)
- ❖ Presidents & Executive Councillors of the Planning Institute of Australia
- ❖ Presidents & Executive Councillors of the Environment Institute of Australia & New Zealand
- ❖ Presidents & Executive Committees of the Australian, Western Australian and Albany Chambers of Commerce & Industry
- ❖ Presidents & Executive Committees of the Australian & Western Australian National Trusts & the Albany Historical Society.

For a comprehensive (and interactive) list of community participation / consultation, refer to :

- ❖ www.smithsonplanning.com.au/R2000Participation1997-2006.zip (275 A4 pages : ~ 14,422 entries : 0.81Mb zipped : 4.04Mb)
- ❖ www.smithsonplanning.com.au/R2000Participation2007-2008.zip (377 A4 pages : ~ 19,997 entries : 1.56Mb zipped : 7.46Mb)
- ❖ www.smithsonplanning.com.au/R2000Participation2009-2010.zip (431 A4 pages : ~ 22,994 entries : 2.78Mb zipped : 12.10Mb)
- ❖ www.smithsonplanning.com.au/R2000Participation2011-2027.zip (223 A4 pages : ~ 11,000+ entries : 1.26Mb zipped : 5.23Mb).

It is not our place to judge the politics – that will be for the electorate, and the Commonwealth Director of Public Prosecutions.

All in all – things are looking very good. A [general disclaimer](#) applies to this material – don't assume, please ask.

Date : Thursday, 15 December 2011

Neil R. Smithson

Managing Director

PIA^{CPP}, EIANZ, NELA, LGPA, AAPC, NTWA, FDI, CSC 2003