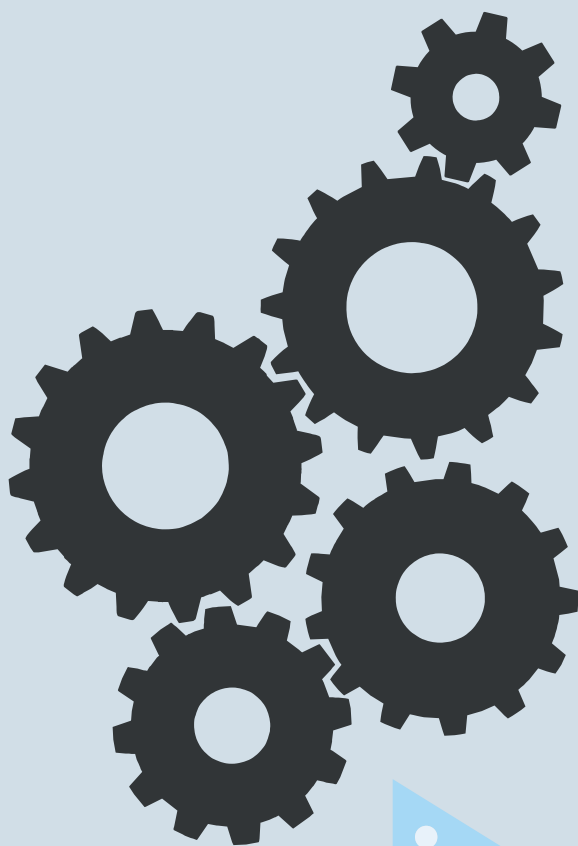




PLAN FOR

**WA
JOBS**





THANKS FOR TAKING A LOOK AT OUR PLAN FOR WA JOBS.

Over the last eight years, the AMWU has led the debate on job creation in Western Australia. While Colin Barnett was telling us WA workshops would be full because of Gorgon, we were warning that most of the work was heading offshore and putting forward ideas on how to prevent this. While Barnett was telling us we were at the start of a 20-year economic expansion, we were demanding a long term plan, to diversify our economy and create jobs beyond the mining boom.

The truth is WA can't continue to put all of its eggs into one basket. The resources industry will always be important to WA, but it will continue to go up and down, as it has throughout the post-colonisation history of Western Australia.

If we want to maintain our quality of life, we need to make the most of the opportunities the resources industry presents us with, but we also need to diversify our economy and remove the risks involved in being a one industry state.

The good news is, we have plenty of opportunities. With strong leadership, we can ensure far more of the design and fabrication work for our large resources projects is done here. We can power new industries with more affordable natural gas, as well as being a leader in renewable energy.

We have a world class ship-building industry, and a highly skilled workforce, just waiting for a state government to believe in them and secure defence and civilian ship-building contracts for WA.

With our public transport system set to benefit from a significant expansion of rail in the years ahead, we could take a strategic decision to build new rail cars here, in the same way the Federal Government, after some pressure from us, took the decision to build the navy's new submarine fleet in Australia.

And, with all the money the state government spends on new infrastructure projects each year, it should be possible to secure more work for local suppliers. Thanks to Colin Barnett, we'll be going to watch the football in a foreign fabricated stadium, walking across a foreign fabricated bridge to get there. We need to do better.

Every now and again, I reflect on how lucky I am to have been born and brought up in Western Australia. However, we can't ride luck – the world is changing very quickly. We need to take advantage of everything we have going for us, and make positive decisions to take advantage of every opportunity.

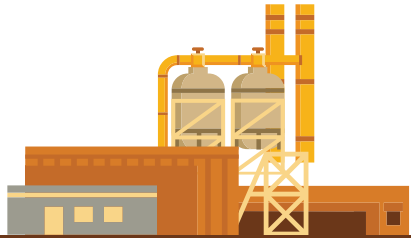
I despair when I think about what the Liberals are doing to TAFE in this state. They have ripped money out of the system, and jacked up fees. This has scared off potential students, at a time when we need our young people to develop new skills for the industries of the future. At the heart of any Plan for WA Jobs needs to be a real commitment to education and training. Our young people deserve the same opportunities we had.

We also need to have a think about the rosters and hours of work being offered by big employers, particularly in the resources industry. We've seen a trend in recent years, where companies are asking their workers to work longer hours, with longer swings between days off. This is about employers having fewer employees to manage. It might be good for profits, but it means fewer jobs and has been found to be damaging to the mental health and family life of workers.

In the weeks and months ahead, we'll be campaigning hard to ensure that a Plan for WA Jobs is the number one issue going into the state election, and we'll be looking for individuals and organisations who share this view to join us.

Thanks again for having a look at our plan.
We look forward to your feedback.

Steve McCartney, AMWU State Secretary



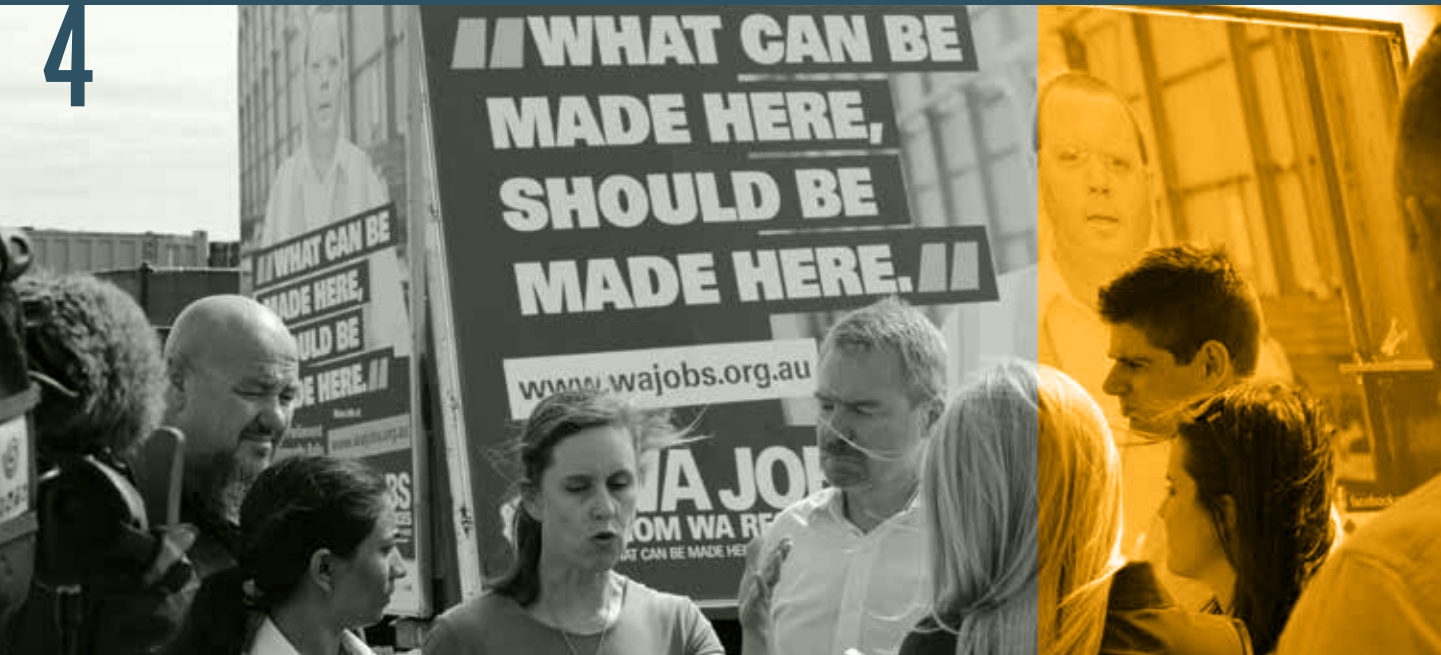
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WA JOBS FROM WA RESOURCES

The AMWU has been leading the debate on jobs in Western Australia since 2009. While many in the community believed Colin Barnett's promise of a 20-year economic expansion, we understood that booms come and go. We campaigned to ensure Western Australia got maximum benefits out of the big resources construction projects, and that planning was underway for life beyond the boom.

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It cannot be overstated how much the Liberals stuffed things up. Despite promising WA fabrication businesses that their workshops would be full because of projects like Gorgon, Colin Barnett let Chevron and other resources companies let the work head offshore. Of the more than 500,000 tonnes of fabricated steel required for Chevron's Gorgon and Wheatstone projects alone, less than 30,000 tonnes went to local businesses, decimating WA's steel fabrication industry.

When you consider that the WA economy has been in a domestic recession for the last couple of years, delivering rising unemployment and collapsing state government revenues, you can't help but conclude that the Liberals were too busy patting themselves on the back for being in during a time of Chinese economic growth, to roll up their sleeves and get the best deal for WA.

One of the best examples of this approach was Colin Barnett's pet Oakajee Port and Rail project. Here, the Premier told proponents they could fabricate the project's rail and port infrastructure in China (including rail cars), then ship them in for use. Even if the Liberals had managed to get the project up, it is hard to see how it would have benefited the WA economy, particularly if they had allowed the associated iron ore projects to get their plant and equipment fabricated offshore too.

In 2009, the AMWU joined in a unique alliance with employers and other unions to campaign for legislation to guarantee higher levels of local content in major resources projects. Back then, WA Labor was listening to us and put our recommendations into legislation that both the Liberals and Nationals used their numbers to defeat.

While there aren't many big new resources projects in the pipeline in WA, there will be future resources booms and we should act now to ensure the next boom delivers the benefits to the WA community that the Barnett boom failed to.

While securing maximum local benefits from our resources industry is an important part of a Plan for WA Jobs, it must be accompanied by measures to diversify our economy through a broad range of industries. We can't make the same mistake that the Liberals have made over the last eight years, by putting all of our eggs in the one basket.

WE MUST ACT NOW



The implementation of a Plan for WA Jobs has never been more urgent. All around the state, people are either losing their jobs or are worried about their future prospects. This is particularly the case for young Western Australians, who are finding it harder to get new skills as the Liberals increase TAFE fees.

Compounding the anxiety all of this creates, the cost of living in WA continues to increase, with the Barnett Government increasing fees and charges above the level of inflation for the eighth year in a row.

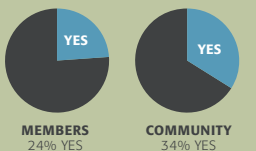
In 2015, the AMWU surveyed 1,000 of our members to find out how they felt about their job and financial security. We followed this up with a poll of 600 voters in the marginal Liberal-held electorates of Joondalup and Forrestfield. What we found alarmed us. In short, both our members and the broader community are really worried about the future, and they don't think the Liberals have done enough to prepare WA for the post-boom future.

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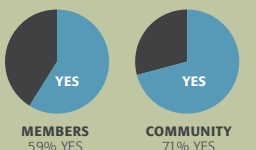


IN 2014, the AMWU released an online video calling for the development of a Plan for WA Jobs that made the most of the opportunities our resources industry provided, and diversified our economy with new industries for the future.

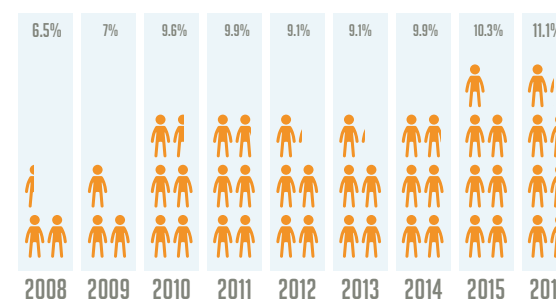
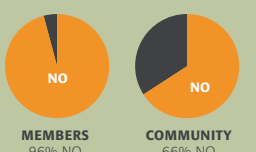
DO YOU CURRENTLY FEEL SECURE IN YOUR JOB?



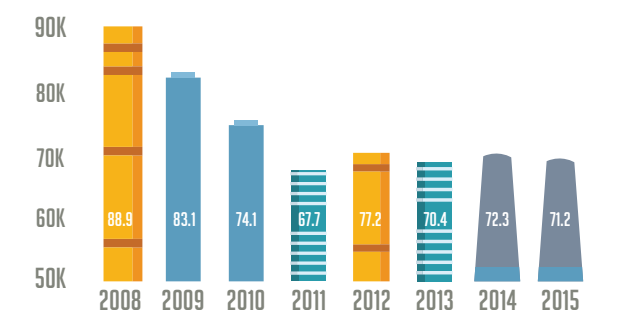
MORE FINANCIAL PRESSURE NOW THAN A YEAR AGO?



BARNETT GOVERNMENT DONE ENOUGH TO PLAN FOR JOBS BEYOND THE BOOM?



YOUTH UNEMPLOYMENT RATE
(FINANCIAL YEAR AVERAGE)



MANUFACTURING JOBS IN WA
('000S)

TRAIN WORKERS WITH THE SKILLS OUR ECONOMY NEEDS

There is nothing more important for our economy than ensuring all Western Australians have access to quality, affordable public education and training. Over the last eight years, we have seen significant cuts to our public schools and TAFE system. This means less individual attention for our kids at school, and higher fees for people who want to learn new skills at TAFE.

If we are serious about creating jobs in the industries of the future, we need to ensure all children get a great education, and that it's easy and affordable for workers to learn new skills. The cuts the State Government has made to public educations and training over the last eight years are short sighted. Sure, they may have saved a few dollars in the short term, but the long term cost to the economy and state budget of eroding the knowledge and skills base of its workforce will be significant.

We all remember how industry was telling us that there weren't enough skilled workers at the height of the resources boom, and that they should be allowed to bring in more workers from overseas. Investing in education and training is critical to ensuring this doesn't happen again, that we have the skilled workforce our economy will need in the future and that industry has no excuses to employ overseas workers, at the expense of locals. It's just a matter of priorities.

TRAIN WORKERS WITH THE SKILLS OUR ECONOMY NEEDS

PROPER FUNDING FOR PUBLIC EDUCATION

Despite record revenues, the State Government has cut more than \$250 million a year from the budget for public education since 2013.

This has seen more than 600 full time equivalent teaching roles cut, in addition to the axing of more than 1,000 education assistants. In our classrooms, this means less individual attention for our kids, and the axing of special programs, such as excursions.

With the financial circumstances of many families changing at the end of the mining boom, many parents are taking their children out of private education. This is putting even greater pressure on our public schools and increasing class sizes.

The combination of increased demand and fewer resources is stretching our public education system, with education outcomes bound to suffer. How is this good for the long term future of the Western Australian economy?

A PLAN FOR WA JOBS NEEDS PROPER FUNDING FOR PUBLIC EDUCATION, SO THAT ALL CHILDREN GET A QUALITY EDUCATION.

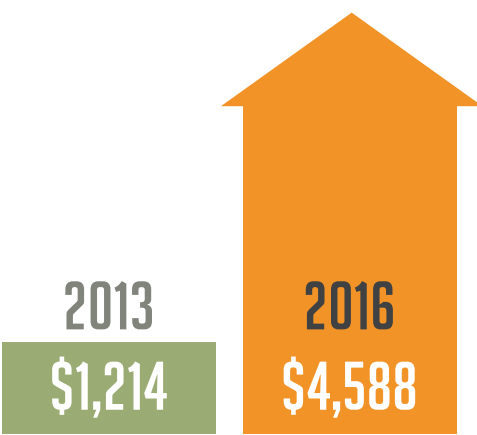
ACCESSIBLE AND AFFORDABLE TRAINING THROUGH TAFE

Generations of Western Australians have relied upon TAFE to provide the training they need to build a career and support their families. This is why the State Government's cuts to TAFE concern so many people in our community.

Between 2008 and 2014, more than \$100 million was cut from TAFE institutes collectively, with the 2016 / 17 state budget confirming a further cut of \$120 million to the training budget this financial year, with an additional \$50 million to be cut in the next financial year.

The cuts to TAFE budgets has forced campuses to cut costs and increase fees. This has resulted in fewer courses on offer, and fee increases of more than 600 per cent for some courses.

At the end of the resources boom, we should be making it easier for people to learn new skills. This is particularly the case, given the pace of change in the global economy and the emergence of new opportunities and markets.

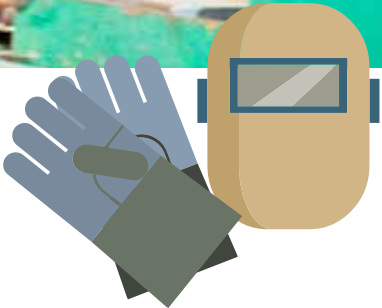


TAFE FEES (AVERAGE TAFE FEES WA)

Of additional concern is that the balance of government resources has shifted towards funding private training providers, and people seeking training have sought out these options, as the cost of TAFE has increased. Increasingly, we have found that private training providers do not meet the standards required by industry, meaning students are being ripped off and our local workforce is being deskilled.



A PLAN FOR WA JOBS NEEDS TO REINSTATE FUNDING TO TAFE, SO THAT COURSES CAN BE PROVIDED TO A HIGH STANDARD AND FEES CAN BE MADE AFFORDABLE FOR ALL WESTERN AUSTRALIANS.





DELIVER MORE LOCAL WORK FROM GOVERNMENT PROJECTS



Of all the things a State Government can do to create jobs, maximising the involvement of local workers and businesses in government projects should be the easiest.

Over the last eight years, the State Government has spent \$53 billion on infrastructure projects, but it is difficult to find data that tells us how many jobs these projects have created for local workers, or how much work they have delivered to local businesses.

There are many examples of government projects being largely fabricated offshore, before being shipped here for assembly. For example, we'll soon be going to watch football in a stadium largely fabricated offshore, walking across a foreign fabricated bridge to get there. This is hardly the way to maximise jobs or create training opportunities for our young people. It is also hardly the way to guarantee quality of workmanship and safety standards on important public infrastructure.

Over the next four years, we are likely to see new rail, road, hospital and school projects around Western Australia, paid for with taxpayer dollars. This represents a huge opportunity to provide jobs and training opportunities.

A PLAN FOR WA JOBS SHOULD DELIVER A GREATER SHARE OF WORK FROM GOVERNMENT PROJECTS LOCALLY, AND ENSURE PROJECTS PROVIDE APPRENTICESHIPS AND TRAINING OPPORTUNITIES FOR YOUNG WESTERN AUSTRALIANS.

GET THE MOST OUT OF OUR RESOURCES SECTOR



The resources industry will continue to be an important part of Western Australia's economy, but we need to work much harder to make the most of the opportunities this sector creates.

For too long, successive governments have sat back and patted themselves on the back for the success of the resources industry, when the reality is the industry has driven by global demand for natural resources, and underpinned by the efforts of the workforce.

Since colonisation, Western Australia has ridden its luck from one resources boom to another, and we've been able to rely on the benefits of the boom trickling down to other parts of the economy. But we can't keep on living this way. Changes to technology and increased international competition mean we cannot rely upon the boom years to return, and we have to work harder to make the most of the demand for our natural resources, when it is there.

Around the world, there are governments that secure huge benefits for their communities from the exploitation of their natural resources, and there are governments who don't. The type of government we have in Western Australia is up to us. To date, we've had the latter. How our government behaves in the future is up to us.

WA JOBS FROM WA RESOURCES

The construction of large scale resources projects in Western Australia over the last eight years presented local engineering, fabrication, mining services and other businesses with an incredible opportunity to grow and develop new capabilities for the future.

Unfortunately, much of the work that should have gone to local businesses went offshore. For example, of the more than 500,000 tonnes of fabricated steel required for Chevron's Gorgon and Wheatstone projects, only 30,000 tonnes of it was sourced in Western Australia. This, despite Colin Barnett promising local fabrication businesses in 2009 that, "their workshops would be full because of Gorgon."

The State Government needs to negotiate harder with major resources projects in the future, to ensure that projects deliver a greater share of work locally. What can be made here, should be made here.

A PLAN FOR WA JOBS WILL REQUIRE A SKILLED WORK AGREEMENT BE NEGOTIATED BY THE STATE GOVERNMENT FOR ALL MAJOR RESOURCES PROJECTS, INCLUDING THOSE FACILITATED BY STATE AGREEMENT ACTS. THE SKILLED WORK AGREEMENT WILL OUTLINE THE SPECIFIC WORK THAT WILL BE PERFORMED LOCALLY FOR EACH PROJECT, AND BE TABLED IN STATE PARLIAMENT FOR ASSESSMENT BY THE WA COMMUNITY.



SHORTER ROSTERS

An increasing employment practice of big resources companies is to minimise costs through the use of longer shifts and longer swings away from home.

In theory, this is about reducing the number of employees required, thereby reducing employment overheads, as well as administrative and travel costs. In practice, it means fewer jobs, as well as increased strain on the mental health and family lives of workers. In short, these employers are putting profits before people.

While FIFO is critical to our economy and tens of thousands of WA families rely on it, we can improve it by making common sense changes. A recent bipartisan Parliamentary Inquiry recommended capping roster length to improve mental health. It would also create jobs and increase opportunity in the resources sector.

A PLAN FOR JOBS SHOULD SEEK TO MAXIMISE THE NUMBER OF JOBS CREATED BY RESOURCES PROJECTS BY CAPPING THE NUMBER OF DAYS EMPLOYERS CAN REQUIRE THEIR EMPLOYEES TO WORK CONTINUOUSLY, WITHOUT A TRIP HOME.

REDUCE TEMPORARY OVERSEAS LABOUR

We all remember the efforts industry went to during the resources boom to make it easier for employers to hire temporary overseas labour. Exaggerated claims about the number of skilled migrants that would be needed over the next 10 to 20 years were often featured in news stories.

Instead of insisting industry train and employ local workers, and directing resources into education and training, successive governments made it easier for employers to hire temporary overseas workers, and cut funding to TAFE and other training programs.

One of easiest ways to maximise the number of jobs that flow from the resources industry is to ensure projects are built and operated by local workers. Not only does this provide direct employment, but additional jobs are created when workers spend their wages locally. The employment of overseas workers sees wages head overseas, with the use of workers camps ensuring minimal benefits to local communities, and few additional local jobs.

A PLAN FOR WA JOBS SHOULD INCLUDE A COMMITMENT TO ENSURE MAJOR RESOURCES PROJECTS AND BUILT AND OPERATED BY LOCAL WORKERS, AND A COMMITMENT TO PROVIDE THE TRAINING NECESSARY FOR LOCAL WORKERS TO PERFORM THESE ROLES.

DOMESTIC GAS

Western Australia is one of the most energy-rich locations in the world. In addition to our abundant renewable energy resources, we are also home to some of the world's biggest offshore natural gas reserves.

The availability of natural gas made the Western Australian economy more dependent on natural gas supplies than any other state. We lead the nation in the use of natural gas to generate electricity for businesses and households, as well as powering downstream processing and manufacturing.

Successive governments have negotiated in an ad hoc way with offshore LNG project proponents to secure domestic gas supplies to Western Australia. This started with the negotiation of domestic supplies from the North West Shelf, which have underpinned the Western Australian domestic gas market ever since.

In 2006, the price of natural gas in WA's domestic market commenced a three-year period of significant increases.

This was driven by strong growth in domestic demand for gas and the rising international LNG spot price.

Given the importance of natural gas to the WA economy, the Carpenter Government put in place a domestic gas reservation policy, that required all LNG projects to reserve 15 per cent of their reserves for the domestic market.

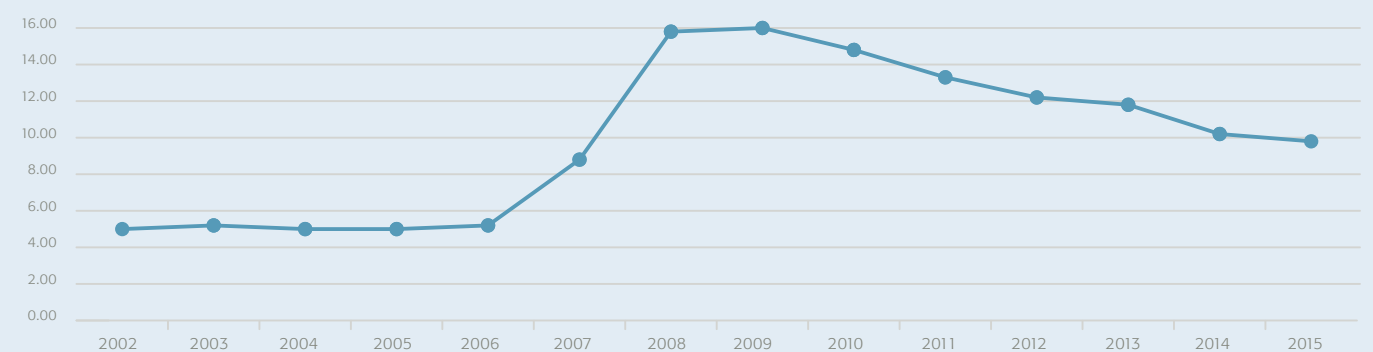
The objective of this policy was to deliver a long term energy source to Western Australian households and businesses, at a price that would underpin the competitiveness of secondary industries like manufacturing and downstream processing.

Since 2009, the price of gas delivered to Perth for large industrial customers has fallen from about \$16/GJ to about \$10/GJ in 2015. However, in real terms, this is still significantly above the price of about \$5/GJ (in 2015 dollars) delivered to large industrial customers before the price increases that commenced in 2006.

The price of energy is a key determinant of the competitiveness of local manufacturing and downstream processing operations and their ability to generate jobs.

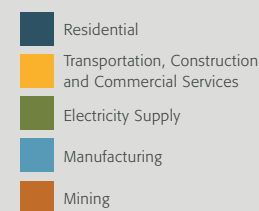
WA LARGE INDUSTRIAL CUSTOMER GAS PRICE HISTORY

LARGE INDUSTRIAL CUSTOMER (>1PJ PA) - AVERAGE TOTAL GAS PRICE DELIVERED TO PERTH



WA's gas reservation policy has failed to return domestic prices to previous levels.

ANNUAL GAS CONSUMPTION BY SECTOR



Source: Bureau of Resources and Energy Economics, Australian Energy Statistics 2015.

A PLAN FOR JOBS SHOULD INCLUDE A REVIEW OF THE EFFECTIVENESS OF THE EXISTING DOMESTIC GAS RESERVATIONS POLICY, WITH A VIEW TO MAKING IT MORE EFFECTIVE IN DELIVERING CONTINUOUS SUPPLIES OF NATURAL GAS TO INDUSTRY, AT PRICES WHICH UNDERPIN COMPETITIVENESS AND DRIVE JOB CREATION.

BACK STRATEGIC INDUSTRIES FOR SUCCESS

For too long, successive State Governments have relied on the resources industry to do the heavy lifting in our economy. With government attention focused almost exclusively on resources projects, other industries have been paid little attention, and opportunities to diversify our economy have been missed.

With the mining boom all but over, it is now critically urgent that we develop other job creating industries, and that the State Government show leadership in advancing strategic sectors within our economy.

RAILCAR MANUFACTURING

Western Australia has huge potential in railcar manufacturing, both for the public transport and private haulage. We know this because we've done it before.

Right now thousands of WA fabricated railcars are transporting millions of tonnes of iron ore through the Pilbara. And dozens of WA fabricated Transperth carriages help take Perth commuters on millions of trips every year.

But our local railcar manufacturing industry is grinding to a halt because the State Government wants to purchase the 300 railcars Transperth needs over the next decade from overseas. Skilled railcar builders are already losing their jobs, at a time when the WA economy is already suffering from the end of the mining boom.

We know Australian fabricated rolling stock is top quality. We know that locomotives fabricated offshore last around five years before needing to be refurbished, but that Australian built locomotives are still going strong more than 30 years later. We know we can build public transport railcars here because we've got the track record to prove it. We already build Transperth buses here in Malaga, which provides great value for taxpayers and skilled local jobs too.

Many Western Australians will remember the Midland Workshops and the thousands of young Western Australians who got an apprenticeship building railcars. This shouldn't remain a thing of the past.

Of all the things a State Government can do to create jobs, maximising the involvement of local workers and businesses in the delivery of government services should be one of the easiest. As taxpayers, we should demand no less.

A PLAN FOR WA JOBS SHOULD INCLUDE A COMMITMENT BY THE STATE GOVERNMENT TO TO A LOCAL BUILD FOR THE 300 TRANSPERTH RAILCARS IT WILL NEED OVER THE NEXT DECADE.

DEFENCE SHIP-BUILDING

Australian defence work represents an incredible opportunity for Western Australia. We know there is \$50 billion of work on submarines alone and we have the capability, strategic location and the skilled workforce to get it done here in WA. Global defence contractor ThyssenKrupp believes our shipbuilding infrastructure in Henderson is "world-class and would be perfect for building sections of boats — or even entire submarines."

But we are losing out because we are competing with States whose leaders advocate strongly for their defence industry. South Australian Premier Jay Weatherill said of the Western Australian approach, "I know for a fact that there have been companies that have been knocking on Ministers' doors in WA over the years and if it didn't have anything to do with mining, people weren't interested."

As a result, WA has missed enormous opportunities for its local shipbuilding industry, having only secured a tiny two percent of the naval contracts on offer so far. To turn this around, we need strong leadership, and we need to learn from the States that win defence ship-building work.

A PLAN FOR WA JOBS SHOULD INCLUDE A COMPREHENSIVE STRATEGY TO WIN DEFENCE SHIP-BUILDING CONTRACTS. THIS SHOULD INCLUDE: 1. THE APPOINTMENT OF A MINISTER DIRECTLY RESPONSIBLE FOR DEFENCE PROCUREMENT; 2. THE RECRUITMENT OF HIGH POWERED ADVOCATES WHO UNDERSTAND DEFENCE AND WESTERN AUSTRALIA'S CAPABILITIES; & 3. THE CREATION OF A ONE STOP SHOP FOR COMPANIES LOOKING TO INVEST IN WA AND THE FORMATION OF TRI-PARTITE DEFENCE PROCUREMENT ADVISORY BOARD, WITH REPRESENTATIVES FROM GOVERNMENT, INDUSTRY AND THE RELEVANT UNIONS.



RENEWABLE ENERGY

Western Australia is uniquely placed to be a leader in the development, manufacturing and utilisation of renewable energy technology. We have world class wind and solar resources, and high levels of industry capability. The only thing missing is leadership from the State Government.

At a time when renewables are crossing the threshold in terms of price and reliability, the number of Western Australians employed in the renewables sector is actually falling. This should be a time when the industry is beginning to boom.

With the backing of the State Government, Western Australia could be a leader in the development of off-the grid technologies to supply small communities. Think of the opportunities to develop these technologies in remote Western Australia, before taking these solutions to the more than one billion people who live without electricity around the world.

Think of the opportunities for the development of battery technology to support the many Western Australians who choose to generate their own solar energy at home. WA already supplies more than a third of the world's lithium, a critical energy storage component.

Think of the challenge of developing renewables to deliver reliable and cost-effective energy to heavy industry in Western Australia, the opportunities that would deliver to local manufacturing, as well as the opportunities to export these learnings to the world.

A PLAN FOR WA JOBS SHOULD INCLUDE REAL ACTION TO FOSTER LOCAL INNOVATION IN RENEWABLE ENERGY AND MAXIMISE LOCAL INDUSTRY PARTICIPATION IN THE DEVELOPMENT AND MANUFACTURING OF RENEWABLE ENERGY TECHNOLOGY.

12



13



DEVELOP WORLD CLASS INDUSTRIAL INFRASTRUCTURE

Western Australia has a highly skilled workforce, and a history of risk taking and innovation by industry. However, Western Australian workers and businesses are let down by poor infrastructure and the lack of a coordinated approach by government. A Plan for WA Jobs should ensure Western Australia has world class industrial infrastructure to attract investment and create jobs.

OUTER HARBOUR

The Port of Fremantle is projected to be at capacity within the next ten years, placing a significant constraint on investment in import and export related industries.

Through its commitment to the Perth Freight Link, the Barnett Government is spending taxpayer funds on a road network to service a port that is almost at capacity.

A longer term approach would involve fast tracking the development of new outer harbour. This would remove the constraints on trade related industries and would encourage the development of new industries. New world class transport infrastructure close to the Australian Marine Complex and the Kwinana Industrial Precinct would open up new opportunities, particularly for heavy industry and manufacturing.

A PLAN FOR WA JOBS WOULD REDIRECT FUNDING FOR THE PERTH FREIGHT LINK INTO THE DEVELOPMENT OF THE NEW OUTER HARBOUR AND ASSOCIATED TRANSPORT INFRASTRUCTURE.



14

INTEGRATED INDUSTRIAL LANDS

In many other parts of the world, governments take a highly strategic approach to the development and marketing of industrial land, with a view to attracting investment and creating jobs.

In Western Australia, our approach is ad hoc and half hearted. Businesses seeking to invest in WA are confronted with too much red tape, requiring approvals from multiple state and local government agencies. Plus, there is no lead agency within government, or lead Minister, responsible for marketing and developing our industrial lands.

Across the Perth metropolitan area, we have a number of industrial precincts with enormous potential to foster innovation and create jobs. At Henderson, the Australian Marine Complex is already home to world class manufacturing, ship-building and defence technology industries, and has almost unlimited potential for growth. Bentley Technology Park is yet to reach its potential as an innovation hub. In the northern suburbs, the Neerabup Industrial Park remains only partially developed. In regional WA, the State Government has significant land holdings that could be repurposed and used to attract investment and create jobs.

The lack of a coordinated approach to industrial land is currently resulting in missed opportunities. Since 2003, the Australian Marine Complex has generated \$2.3billion for the local economy and created more than 37,000 jobs. However, the existing ship lift capacity of 12,000 tonnes is making it difficult for WA to keep pace with future Australian navy and commercial ship requirements. A coordinated approach to industrial land would have recognised the need to invest in a state of the art 28,000 tonne ship lift, and the opportunities this would bring.

Western Australia needs an integrated approach to the development and marketing of industrial lands, with the objectives of diversifying the economy and creating jobs close to where people live. An integrated approach should also look to streamline the approvals process, making life easier for businesses seeking to invest in WA and create jobs.

A PLAN FOR WA JOBS SHOULD APPOINT A LEAD MINISTER AND ESTABLISH A SINGLE GOVERNMENT AGENCY WITH RESPONSIBILITY FOR THE DEVELOPMENT, MANAGEMENT AND MARKETING OF INDUSTRIAL LANDS IN WESTERN AUSTRALIA, AND THE GRANTING OF ALL STATUTORY APPROVALS WITHIN THOSE LANDS.

HIGH SPEED CONNECTIVITY

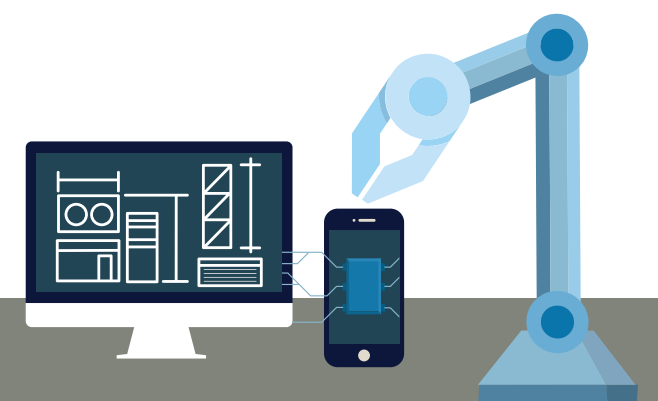
It is well documented fact that Australian internet speeds are comparatively slow, when compared with other developed countries, both within our region and around the world. Unfortunately, efforts to build a world class fibre to the premises National Broadband Network have been undermined by politics, with Australia's internet users losing out.

At a day-to-day level, this means a highly frustrating experience for many small businesses. Forced to rely upon ADSL2 services provided over copper wires, many businesses endure unsatisfactory download speeds and very slow upload speeds. This is a serious drain on productivity and a constraint on the adoption of new technologies.

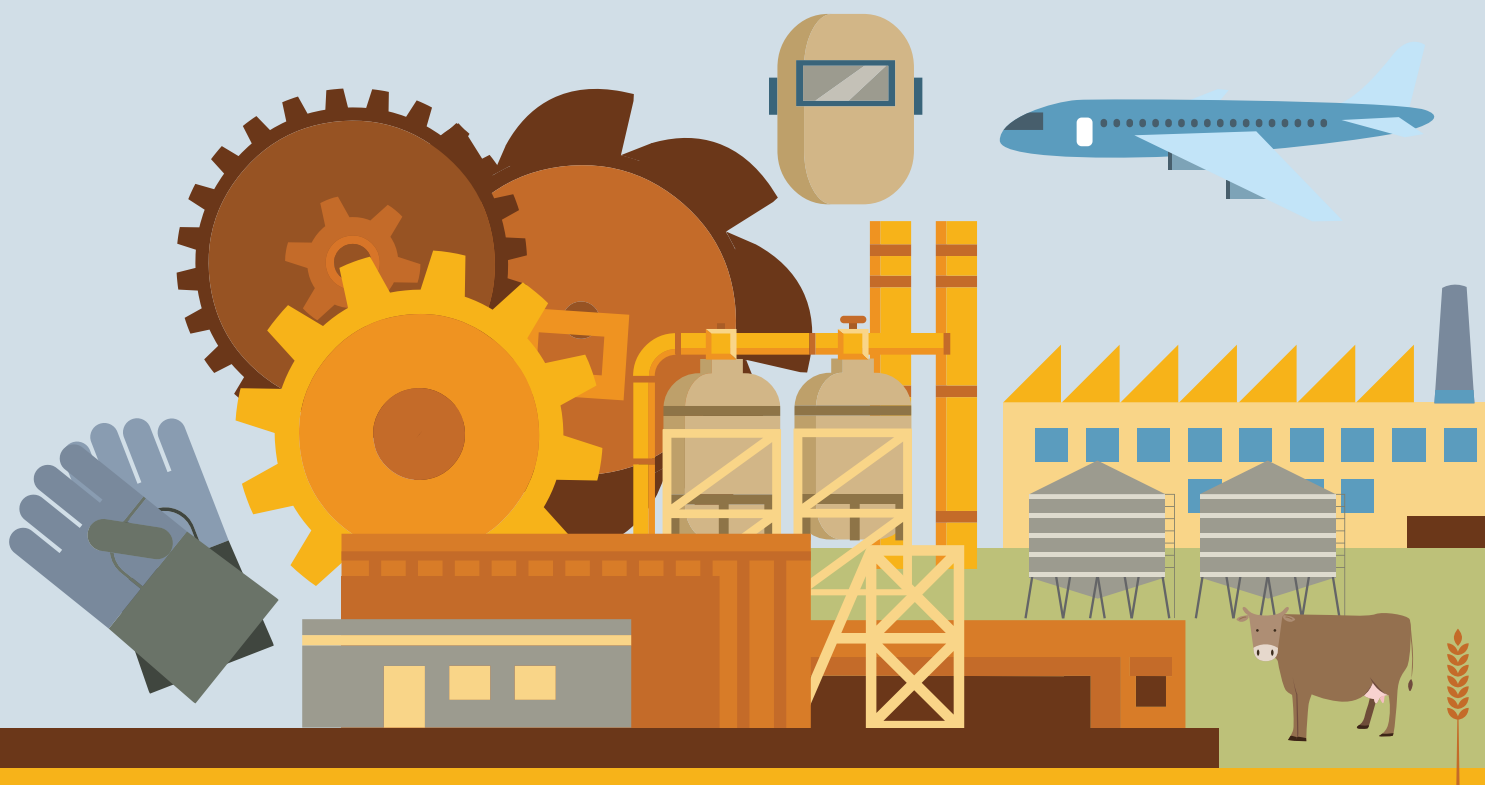
Thinking big picture, the absence of universal high speed connectivity across the community stifles innovation. Think of the new services and technologies that could be developed by local businesses, and the global supply chains that Western Australians could tap into, if we were connected at the same speed as businesses overseas.

As an isolated capital, in a strategically critical position to engage with Asia, the development of globally competitive internet connectivity should be a priority of a Plan for WA Jobs.

A PLAN FOR WA JOBS SHOULD INCLUDE A COMMITMENT TO LOBBY FOR THE DEVELOPMENT OF A UNIVERSAL FIBRE TO THE PREMISES NATIONAL BROADBAND NETWORK. IN THE ABSENCE OF A FEDERAL GOVERNMENT COMMITMENT TO THIS INFRASTRUCTURE, THE STATE GOVERNMENT SHOULD FUND THE ROLLOUT OF FIBRE TECHNOLOGY IN INDUSTRIAL LANDS AND KEY BUSINESS DISTRICTS.



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PLAN FOR WA JOBS