

RIGHTEOUS BLAME



Close borders so hard
businesses fail overnight,
ignore complaints and "hope"
for review in 3 mths, then
reverse-smash and crow. All
they needed to do was
nothing, is that too hard? But!
Repair is not running away.
Reopen those businesses =
"stimulus" 🤔

Establishing Accountabilities & Sanctions
for the Australian COVID-19
CHAOTIC RESPONSES & MISSED
OPPORTUNITIES

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(COMPANION BOOKLET TO TOURISM AND TO STIMULUS MALENOMICS, WITH THE MEGA-BUDGET MALENOMICS TO FOLLOW)

WHAT IS “BLAME”

A respected journalist recently wrote that silly blame games must cease. That is right; but wrong to the extent that real accountabilities have been lost in the bravado of the NSW Cabal, in Federal and State arenas, as they bullied their way through and continue waste in ~

- Budget & LG manipulations 2016 -2020: mistakes & broken promises, non-repair of serious errors, increasing congestion & living costs, high risk of project failures
- Non-preparations for an horrendous bushfire season & abuse of fires and farmers for the wrong reasons, with “repairs” still not made in communities
- Deceit and false denials over sports, women’s facilities and regional rorts - low ethics and poor managerial performance in PMO especially, continue every week
- The horrors of Corona’s economic damage on top of a slowing economy: no “plan” and too many missed groups, too slow to non-existent actions and support payments, withdrawn too soon. The continuing cycle of announcements shows extreme confusion & lack of skills, while gaps such as Arts & tourism show malice.

TRUTH IN GOVERNMENT and BUDGET HONESTY have been notable in their absence. **To blame** is **to censure** an individual or group for

- | | |
|------------------------------|--------------------|
| • poor judgement | • wasteful actions |
| • failure to show leadership | • show deceit |

where **definable** “costs” resulted.

Defining “costs” leads to the complexity of government: economic productivity, equity and prosperity; carbon futures, continental warming, bushfire risks and Great Barrier Reef; agriculture and minerals exports and imports; the funding of medical and IT research and development; city Vs country balance, and on it goes.

“**Definable**” means quantitative and qualitative dysfunctions, some monetary, some personal comfort and wellness, some community spirit and psychological ...

Censure = confronting them for wasting our lives and futures and selling us out to robber barons.

There used to be an essential management notion of “**feedback**”, meaning that as you go along the implementation path, you know of any emerging problems and can fix them. That was possible because projects were chosen through a cycle of management, political, engagement and Parliamentary legitimisation phases. Often times the best ideas were implemented. Now, the PM has classified operational documents as “cabinet”, to be locked away for 40 years. **This is scary-wardy!**

The dominant political mode nowadays is for a populist leader to choose a project that suits him or her, present it in a glossy brochure where any numbers are made-up, and proceed without Parliamentary or electoral mandate. The guard posts of probity had been neutralised and the media conditioned to accept simple measures of success like “cranes in the air”. The community loses confidence in “outcomes”. The best ideas were never implemented. **The PM and Premier lied and lied.** That is demonstrated here as the Federal and NSW Governments are put on the spit. **Treasurer Frydenberg praised the OECD Survey of corona responses: their prescription is for what I’m saying, not what he does. The PM endlessly denied responsibility for deaths in his Government’s aged care facilities, and then he apologised. He rejects renewables, silence.**

Blame is the term for attributing accountability for bad decisionmaking after too many episodes had collided in journalistic and popular perceptions. It’s like using a chisel to break away the accretions of time on a stone wall. Gentle admonition will not work. **Deceit** seems to be inbred as it is so predictable in NSW.

Australia is facing reality under terms we have not experienced before. Our future generations depend, in the gravest terms, on our succeeding. We are not doing well under the dominant NSW Morrison/Berejiklian alliance’s false bible and ignorance of SME dynamics. The worst managed tourism area is Morrison’s own Backyard.

Sydney and other cities rise and fall in various world liveability indices, but the reality is rising congestion and housing prices, waste of public expenditure against massive unfunded needs, and failing leadership and governance. The metromeisters and tollway monopolists ignored sound governance advice and pushed through their project fiascos, forcing their “operationalise” arm, the Greater Sydney Commission, to impose impossible housing targets. (This report is Sydney-centric but I know Victoria well.)

There is cruelty in announcing aid to unemployed Arts workers, and then not implement it, to tell them to draw down their superannuation as if that is not grievously unfair. To steal a family’s just desserts. To forget to include nursing homes and then to ignore their residents’ pain. The Feds have failed with quarantine, schools, institutionalised care, childcare and even “stimulus” the principle. NSW and Vic econopaths distorted and perverted medical perspectives.

These are metaphors for PM Morrison’s Government’s misdirection of payments, and manipulations of our local and state economies and of our and our grandchildren’s future. Under such circumstances, there can be no meaningful feedback and waste grows enormously. There have been so many bungles and crocodile tears. **He refused early hospitalising of cases. We are entitled to suppose that fewer disease effects would have been caused had early hospitalisation been enforced, which was the medical advice. Further, that dithering cost millions of jobs and puts more pressure on the next generations which are already facing walls of debt. *J’accuse!***

This short report tracks the essence of the evolution of a snide form of de-democratisation through the policy-making and budgetting cycles. It features famous names and shows that the nation’s biggest infrastructure projects could be delivered more quickly, cheaply, with less risk and greater effectiveness, if we restored the “due diligence” of our more successful predecessor generations - the Sydney Improvement Generation from 1900, Menzies through to Chifley, Whitlam’s Uren, Wran through to Greiner, Hawke through to Eddington in Melbourne.

This is pure political science, economics and economic history, in one bundle. It is apolitical. It finishes with the way to a better future including adapting to the “new economy”, which is business continuity and growth through an uncertain health challenge. As a tweet of mine from 26 August said, “Close borders so hard businesses fail overnight, ignore complaints and “hope for review in 3 mths, then reverse-smash and crow. All they needed to do was nothing, is that too hard? But! Repair is not running away. Reopen those businesses = “stimulus”.”

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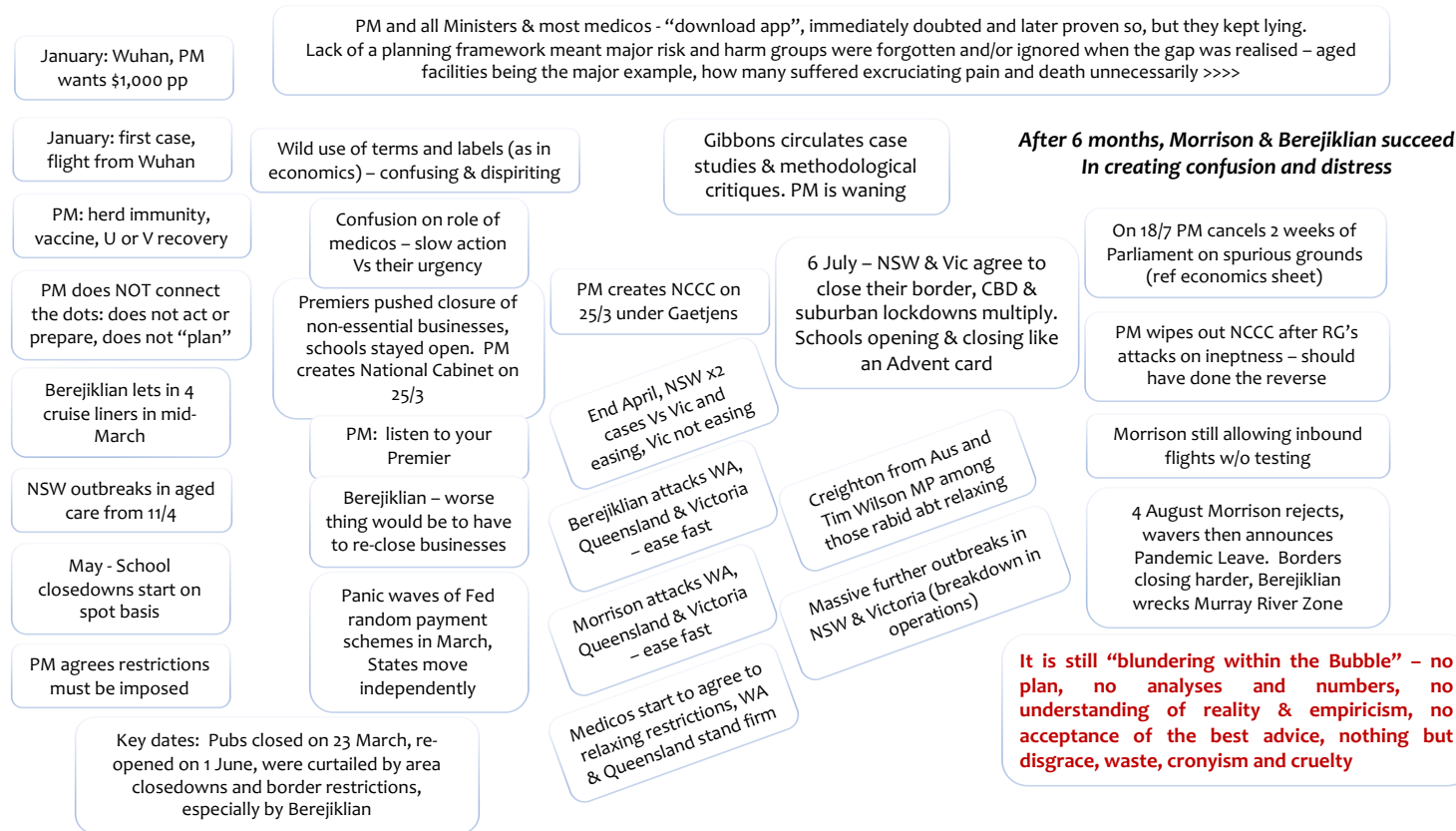
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The major theme is that the breakdown of “due diligence” in planning & projects is a symptom of, as well as contributor to, the oft-observed loss of professionalism in Governments, the public services, the media and ancillary professions and guilds. The medicos have faced a terrible load of amateurish double-guessing and political interference: the costs of that have to be understood and measured, which task is addressed in the federal/state chapters. As the OECD showed, PM Morrison misunderstood “stimulus economics” by heading off into fundamental industrial relations negotiations and a long-term remote gas pipeline; while rejecting “cleaning out barnacles”, to minimise debt, and promote smart energy, tourism and education opportunities. With engineering defects, galloping debt levels and shattered engagement and trust, adapting to the “new economy” and this and future generations’ needs are critical but are being ignored, even by the RBA in terms of the matters discussed in this review.

Overview: Health context – costs of PM Morrison’s dithering?

Tension built in February '20, with many calls for the PM to start “stimulus”, an impediment being his Cabinet’s fear of having a Rudd label put on their foreheads. Morrison said on 27 February that “the risk of a global pandemic is very much upon us”, and next day a senior Health official said “There really was no national leadership at that point”. On 13 March Health officials sandbagged COAG, annoying Morrison who was intending to go to the football even though he was imposing crowd limits on that very day. It took until the 18th for the “human biosecurity emergency” to be declared, which was the effective start of social distancing. (Queensland moved from 29 January.) The Premiers sandbagged him on the 22nd over business closedowns and pushed a national approach.

The impression was that the PM did not know what to do, as in his bushfires and rorts mishaps. Far too much time had been lost and that policy drudgery (and incredibly high error rate) still suffocate intelligent converse. Delays at the beginning are said to have caused the immediate loss of more than 1.4 million jobs and ongoing loss of life and economic vitality:



Morrison's Government did NOT have a plan as was evident from the dithering, leap-frogging and mistake revelations. There are many people left in cruel neglect - casuals, arts, hospitals, universities, small and large businesses, and parents who have no assistance with Zoom costs. Too many people have suffered and died. Still, there are no framework SPs and technologies as are proposed here. This reflects the mayhem in Morrison "planning" sessions, and the panic sessions with the Tin Soldiers chewing their nails. It is time to push them out of the way and get a sensible dialogue going with the community.

This piece was written on [8 April](#) and reflected the hiatus of the time. There was a story in the [Washington Post](#) that NZ's strict approach worked; and reports in [Nine/Fairfax](#) and [News](#) mastheads that NSW and the PM Morrison have got their battered songbook out and are thinking of relaxing social distancing and travel restrictions. The local journalists failed to delve into the facts in four respects.

First, the apparent easing of new confirmed cases simply represents closed borders but not what happened after the NSW Government let a ship-load of dying and very ill Coronaviruses [disembark](#). Add an uncontrolled influx of air travellers and re-departure movements. The "after" part is that the air and some of the sea-borne carriers spread out all over the countryside.

Second, we have [reports](#) from America that the task is getting greater as the virus spreads into regions. One person's trip across Victoria, using back roads, yesterday showed no Police surveillance of compliance with travel bans. Early retail raids to the regions from Melbourne (which are still happening at a lower level) undoubtedly spread the early contagion.

Third, the NSW Health Department's website on the virus shows numbers of cases in all non-Metropolitan local government areas. All 100+ are shown to have 1-4 cases, no variation. That is suspect, especially as local sources on Facebook were reporting 5 cases in just one such LGA. The appearance is that the schedule is flummery when we need reality. If the travel restrictions are not being enforced, how do our phantasiers know what is actually happening?

Finally, this whole disaster happened because governments failed to [update the serums](#) from previous bat virus crossovers, nor to replenish the stocks of protective and other equipment after the last crisis. They did not shock-proof their nursing homes and schools, nor build hospitals.

This numskulled incompetence reflects a long-term destruction of the skills and ethics of our society – not just public servants and politicians where the symptoms are palpable but also among the Fourth Estate. That is seen in the treatment of firefighters and farmers during the bushfires, the sports and other [rorters](#) over up to \$4.02 billion (most not yet reported). Journalists have swum with that tide and so the community is going in circles, just when we started to get on-street compliance levels up.

NSW and Victoria had not closed the borders. They were disbaring the opposite travellers without herding their own citizens, not minimising regional and interstate risks simultaneously.

There is no room for optimism where COVID-19 is concerned, just the need for hard work and determination, clearly communicated, and lots of testing.

There is no on-demand testing in the majority – if not any– of the towns, no face masks, no proper disinfecting

A particular debate was raging over whether

- *“herd immunity” would cause too many deaths in its lead-up,*
- *whether a vaccine could ever be developed, and*
- *whether the disease was transmitted by touch (especially on metal surfaces) and coughing and sneezing, surviving 8 or 18 hrs.*

The sticking points were, symptomology from Europe was showing deformation in children's feet, and a supposed low infection rate among 20-30 year olds.

On 13 April the Government spotted regional anomalies and called for more regional testings but this was after this analyst pounded the gaps and errors.

Pubs and clubs in NSW closed on 23 March, the last major trading being on Friday 20 March and Saturday the 21st.

People from Melbourne were freely arriving in my regional town near the Murray River (a vigorous domestic tourism and recreational sporting corridor), for toilet paper raids, travel to holiday homes and caravan parks, and making whoopee.

On the Friday and Saturday, the public bars in pubs and clubs from Albury to Mildura along the Murray were packed check-to-jowl by strangers.

They then returned to shared facilities and spaces in van parks and the like, free of care and proud of it. An Easter weekend blitz of Police checks of van movements and parks and holiday places is excellent but cannot be maintained.

Breaches of social distancing became common, as was predicted. Young Australians remain bullet-proof.

wipes, not even instructions on how to make DIY cloth masks (the excellent guide from the WashPost was circulated by a citizen). GP surgeries and hospital beds are thin on the ground. Could pubs open without public bars, with some enforcement of social distancing in dining rooms! - or will our scallywag character overwhelm health guidelines? The latter, until the music stops

There is a lack of clear communications - schools and aged units are safe or not? Payments are certain or shaky? Expert managers run governments or do the blunderers continue to repress “repair”? Do our politicians protect democracy, or does China set our political Parties’ priorities?

The idiocy of parliamentarians having to self-isolate in Canberra for 2 weeks should shock everyone into adopting smarter ways. The initial confusion about the disease was half-understandable but it had been the product of laziness since the previous Corona mutant virus outbreak.

It was not understandable in interconnected program terms: the stocking of PPE products, the training of staff in emergency procedures, the central managerial and logistical skills required to organise resources and manage large numbers of people, simply mind-mapping and SWOTting the early stages so as to get payment portals organised and funding prioritised and scalable - all should have been done by about 20 February. It is astonishing and disgraceful that Morrison and Berejiklian, as a fused hegemony, still have no plan and no protocols covering arts, tourism, aged care and economic pathways. There is more material on multifarious costs later. **Shame!**

There was a recent straw poll on Twitter, and respondents felt that the Government’s biggest failure is the stimulus circus, the second (of 4) the bushfires. Look at the parallels over dithering and concerns for health and welfare. From the time ~

PM Morrison leapt over his own world record for flippery-floppery, again over his bushfires embarrassment. The fires have become a metaphor of Turnbull/Morrison's style:

- confusion in values and processes as opposed to "democracy" and "due process"
- abuse as opposed to calm negotiation
- ignored warnings as opposed to past, wiser governments' calm
- Cabinet timidity as opposed to collegiate decision-making
- alienation of communities against appeasement of lobbies and factions - as Greiner said, "all a bit arse-about"
- thieving of IP* and lies as opposed to Menzies and all PMs - Labor and Coalition - up to Baird/ Turnbull.

The SMH on 3 Feb '20 presented an IPSOS focus group review on Morrison's "pathetic" performance on the fires, using lots of words before revealing there were 9 people in Sydney and 8 in Melbourne. Their conclusions included:

- Mr Morrison and his advisers had shown poor judgement while the Prime Minister himself had shown a “lack of empathy” during the crisis
- vocal support for Mr Morrison was a “minority” view in the focus groups
- "little confidence" Labor leader Anthony Albanese would have provided better leadership
- deployment of the Australian Defence Force gained strong support from voters and there was praise for volunteers in state fire authorities and emergency services
- those surveyed did not back the idea of a permanent role for the ADF in fighting fires.

It was interesting to note that the year’s study I had put into bubonic plague fitted me well to understand the evolving symptomology of the 8 variants in Europe plus everywhere else, and the social interfaces. From the beginning I knew that the virus was capable of being aerosoled, and moved silently through sparse populations and exploded in masses. I was confused as to whether it could be transmitted by touching infected surfaces, whether it hung in the air for 18 hours (what conditions would permit that? - being in a cupboard?), and whether children were vulnerable (I thought yes, luckily.) I firmly disbelieved in Aussies’ ability to maintain social distancing and was in favour of closing public bars and communal eating areas. I was delighted that my local beliefs were demonstrated by my own town when 3 cases arose from contact with Melbourne toilet paper bandits, but they were whisked away and we have had no further risk. I am happy to wear a mask, but hate not being able to visit my friends when there is no medical risk or other contrary logic, which is typical of Berejiklian’s incapacity “to plan” or understand real life.

Overview: Economic costs of Treasurer Frydenberg's failure to plan & repair?

"Economics" is a skill and an attitude, it pervades life in the same way that ethics should.

It's hard to work out who drives economic policy at Federal and NSW levels. The PM and Deputy PM and Premiers have roles but are more like concert conductors than professors - and McCormack is understandably locked in the PM's gym locker or so it seems. None have nation-building policies and cannot devise them when the need ambushes them. The best they and their colleagues have been able to do is thieve and I've stopped that (to enforce my copyright), but they ran away. Meanwhile they are wrecking Australia's economy, not knowing what stimulus means or how to develop successful policies. Their rocket scientists are proven wastrels.

The need for normal economic stimulus associated with falling growth was evident through 2019. When the bushfires and then Novel Corona sapped economic energy, Morrison and his Treasurer Frydenberg (architect of the 2019 confusions) presaged large infrastructure being included in their renewed programs. That was reinforced by silly statements by Frydenberg and the Deputy PM McCormack along the lines that the \$100 billion was still relevant. That was cynical posturing.

The Tourism economy is the only area that the PM can claim any expertise in, and he identified it early as a target - to get the SMEs (half of all private sector employment) back into business. He set up the National Covid-19 Coordination Commission with an unusual brief, which came to be defined as, "Forget about SMEs and tourism, let's do a gas pipeline in our sponsors' backyard, WA". (His own [Backyard](#) in Sydney needs more than a little TLC, it's the lowest performing in all the sample of local government tourism.)

Note **that the Treasurer did not have food and accommodation and arts and recreation in his three funding tranches. He and the PM knew in March I was ready to ambush them so as to force them to negotiate, so they left those sectors until 23 July, when they wimped out. This was economic heresy - to let a PM's ego overcome the national interest, unnecessarily, should be a sackable offence.**

Morrison had been rejecting my repair solutions (with their high benefit/cost ratios) for years, and he was bushwhacked by the Corona closedowns. Frydenberg made the mistake of mentioning the OECD's Survey, which accorded with my previous and ongoing work. Morrison must have wept when he read this:

Reviewing all government expenditure will be necessary to ensure adequate spending on high-priority areas and people, and enhance growth without threatening debt sustainability. STARTING A REVIEW OF PUBLIC EXPENDITURES EARLY IS IMPORTANT because reallocation of spending towards priority areas is usually gradual.

"Reviewing" is anathema to Frydenberg (opposed to "Budget repair") and Berejiklian (psychotic addiction to HK loss-making shiny toys and the Debt Lake). MYEFOs are corrupted by crony influences. The "costs" of waste and ignored advice are discussed on pages 15 ff of "The Degradation of Economic Planning & Management" (putting Corona into a long-term perspective).*

This is topical of the OECD'S logic (they took too much for granted of the timeliness of Morrison's performance (my comments in italics):

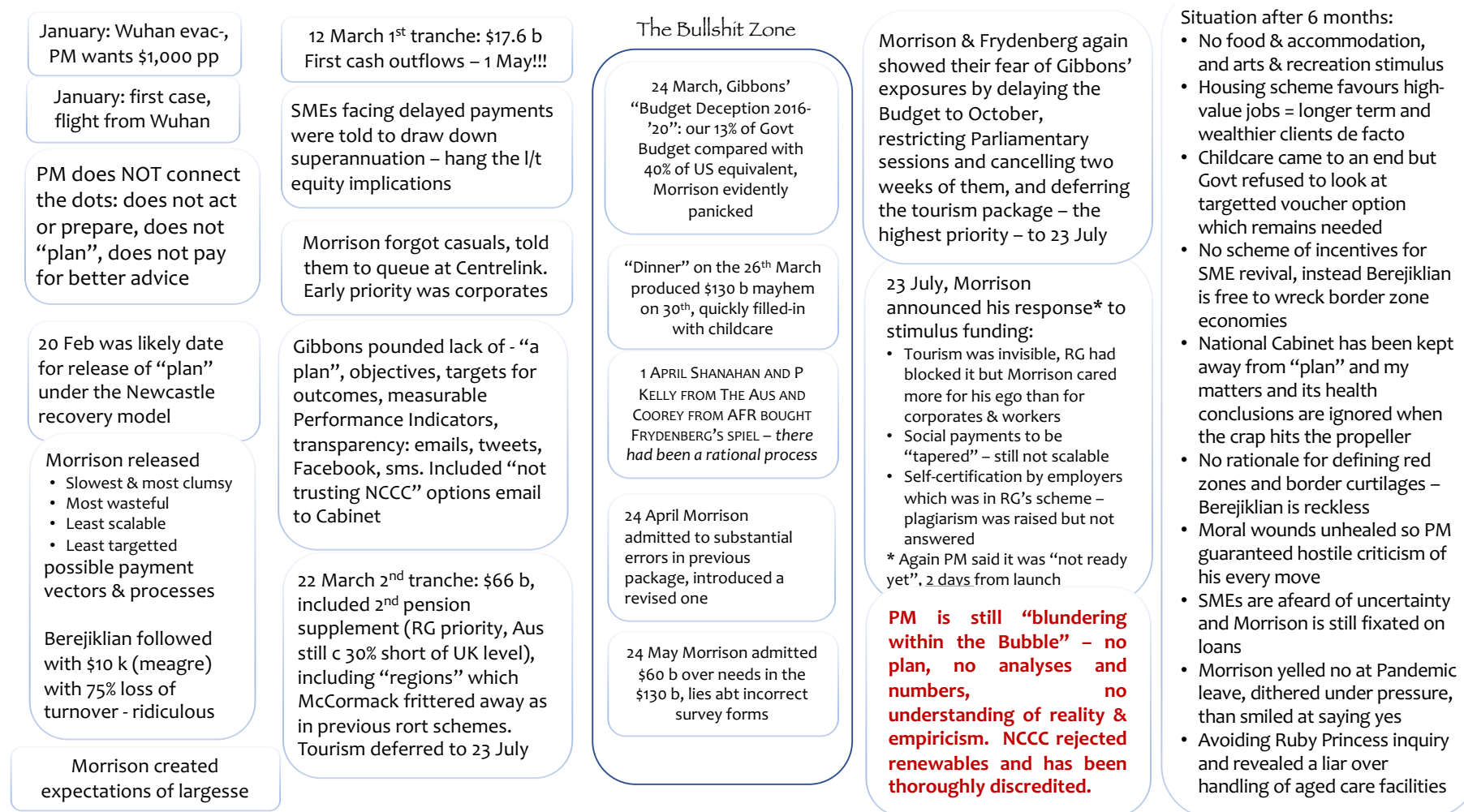
... after a decade of low public capital spending, it is necessary to increase high-quality public investment in sectors related to digitalisation, education and climate change mitigation.*

Market failures in these sectors cause private under-investment, preventing large positive externalities and the attainment of important social objectives. A reduction in public investment should be avoided, in contrast to the past large consolidation episodes.

- * Federal politics has become allergic to climate strategies due to internecine warfare
- * The PM has inculcated a culture of re-carbonisation, given the chiefs of staff to him and the Deputy PM, and the chair of NCCC, are all coal lobbyists/operatives
- * NCCC itself is a roadblock to recovery as it has no skills, experience or acceptance of proper short-term stimulus Vs long-term infrastructure (which is not its domain, iA needs urgent reform). Nev Power has rejected professional proposals that would fill NCCC's gaps, including my ZOOM support program ©. He summarily rejected renewables in favour of a remote, long-term gap pipeline.

* Elsewhere they talked about more effective utilisation of high labour content industries.

Frydenberg made the mistake of verballing the OECD. Their report provided an **excellent template for measuring Josh for his sackcloths**. The following graphic summarises the six months of **endless tranches, fatal post-implementation revelations, and failure to achieve priorities**. It seemed that the \$130 billion had no logic but to take the total to the US level. **At the end, childcare subsidies were removed, the need for them remains critical, yet the Government is too paranoid to assess my scalable and targeted option.**



OECD could not have anticipated the kerfuffles associated with the closure of internal borders, especially after the hapless Borders Minister said that Border Force cannot intervene in Border matters! That was Clanger of the decade, that is, until the PM said he's not responsible for his nursing homes as with Border Control.

Morrison's first Corona stimulus package was announced on 12 March, the second on the 22nd, the third on 30 March. Pubs and clubs in NSW closed on 23 March, the last major trading being on Friday 20 March and Saturday the 21st. In early April *Guardian Australia* reported that two-thirds of Australian businesses reported hits to revenue, one in 10 paused trading altogether, and 70% in hospitality sector were forced to reduce staff hours.

In May the ABS reported an SME survey's results – 72% have less revenue, 73% accessed support mechanisms, and 74% changed how they operated. 7% have increased revenue:

By industry, businesses in Accommodation and food services (75%) and Arts and recreation services (67%) were the most likely to report that trading restrictions are expected to impact the business to a great extent over the next two months. Businesses in these two industries were also the most likely to report that they expect social distancing restrictions to impact the businesses to a great extent over the next two months (50% and 68% respectively).

The SMH's Jennifer Duke reported on 7 June that "The Australian Hotels Association and Tourism members have been stood down":

Restaurant & Catering Industry Association chief executive Wes Lambert said hospitality had had the most job losses of any sector as well as temporary and permanent closures. "Sales dropped 55 per cent in April [compared to the same time in 2019]," Mr Lambert said. "While we are seeing some recovery in May due to the stage-two easing of restrictions, with domestic borders shut and very few flights between cities at very high prices there is no domestic visitor economy. With international borders closed for foreseeable future, our industry will remain artificially depressed by regulation."

“Incentives” mean giving enterprises and individuals a good set of reasons to resume trading and thereby pump disposable income into local businesses, making for a sustainable cycle. It means months, not years - as Morrison said: “in the coming few months”. These are the things that produce fast results and are most loved by communities - food & accommodation, arts, education, and climate change mitigation. These are the areas Morrison has abandoned!

Morrison, his Deputy and Treasurer Frydenberg, as well as the Governor of the Reserve Bank, revert to big infrastructure when they talk about “stimulus”. As in every single case, certainly everything Deputy PM McCormack touches, that stimulus equals BOHICA - bend over, here it comes again. Frydenberg will be putting money into pipeline scams and rejecting all of the OECD stratagems he momentarily endorsed (until I whacked him with reality).

That's the gibberish that Frydenberg and Dr Lowe from the RBA uttered on Insiders and in TV and radio interviews. Journalists shared the wonderment, not one dissected the Budgets, blunders and supposedly “repairing” MYEFOs. None knew what stimulus is and that they talk “anti-stimulus”.

So Frydenberg sat back until March. NCCC was created on 25 March (on an erroneous basis), showing that instead of speed, we had deferral. The Government is even sillier, pursuing airlines and distaining tourism and the arts.

On the basis of my career experiences, I estimated that the planning template including targets, cash pipelines or payment vectors, and draft guidelines, would have been ready to go to public comment on 20 February, with payments flowing from 1 March. That was all explained in detail in my contra-Frydenberg policy documents of 24 March on.

Humankind has had long experience with war and civic disasters, all the way from Rome and Carthage &tc. More recently, many cities have had big fires; smallpox, bubonic plague, influenza and pandemic viruses; and warfare involving inhuman weapons, liquids and gases. There are other politico-management challenges such as rail accidents and shipwrecks.

The Sydney business community formed a Vigilance Committee in 1898 under the inspiration of 3 Forgotten Heroes, Hughes, Garlick and Fitzgerald, to try to force the State Government and the slum-lord City Council to rat-proof the wharves and demolish hovels within their curtilage.

Nothing was done so plague broke out in late January 1900 and recrudesced for the next nine years. The Government enraged the reformers (who won the 1900 municipal election and formed the Improvement Generation), by taking the wharves and hinterland off the Council and dithering and dallying.

The parallel with “now” is stark.

The point is, Novel Corona was the latest of a series of virus and other virulent diseases that Sydney and other cities had been through. There had been warnings, including from President Bush Snr in 2005 that the next corona outburst would come and he sought a Budget allocation (\$US 7.1 billion), for the augmentation of medical facilities and protective equipment, and epidemiological research and vaccine preparation, and the like.

Warnings were also given in Australia over the last decade and more. Here as in US, the warnings were ignored and the costs of delay after the outbreak, including shortages of PPE equipment and lack of testing facilities, can be assigned against the Treasury, Health and related administrations of the recent past.

By the end of July, NCCC had produced no stimulus ideas, a small set of school-standard “guides”, and controversy about bias to carbon fuels and especially gas which was said to be in surplus supply anyway. **It did nothing about tourism and neither did the caravan, hotels, clubs, accommodation and union lobbies.**

A systemic approach would provide the basis for measuring progress against objectives, targetted outcomes and speed and efficiency of payments. That nonesuch was provided eliminated the savings through the “feedback” mentioned previously.

Battles over terms of employment, industrial relations, and leave and superannuation entitlements were all that came out of the employers/unions discussions. As with the States and Territories in the National Cabinet, true issues of industry policy and especially stimulus were excluded and they received no proper professional advice. Gaetjens is its monitor.

Economists in Chicago and other places have tried to estimate how much damage was avoided by various elements of “early intervention”, to counter the ignorant rantings of laissez-faire ideologues. That general question is not addressed here: A path was taken - what could have been done better, what went wrong and why? Add, the PM and NSW Premier have a long, largely shared list of failures - why do they not apologise & repair?

There is a treatment of OECD’s “review of public expenditures” through this chapter but in-stimulus the delay caused these negative outcomes:

- Payments started flowing on 1 May, 61 days later than they should have been. 1,400,000 jobs were lost in the time. This left the recovery phase suffering ~ a disproportionate number of displaced employees, reportedly with many refusing to come off the JobKeeper subsidy (nearly 2 million employees received more than they did in their jobs, which shows how poorly designed the scheme was)
- Major institutions and companies and SMEs alike are unable to restore staffing in the face of poorly targetted and shrinking (through to disappearing) government subsidies during their reduced trading conditions
- Many enterprises are short of refreshed stock and short of cash for rent and utilities as well as staff training, as labour is only about 40% of their cost structures so the stimulus disadvantaged them to a degree
- Restricted customer limits and risk of re-closure if in a travel corridor
- Air B&Bs favoured by the latest housing/developer package as they are substantially private properties Vs B&Bs which are commercial premises and ineligible
- Debt overhangs due to the early requirement for them to seek loans for working capital instead of government support
- Disturbed supply lines with trade disputes and part-interrupted air and sea links

Add ~

Lack of support from NSW in particular, \$10,000 being ludicrous: minimum of \$75,000 in annual turnover but minimum 75% loss, with the quantum not covering one employee for more than about 2 months given 60% of costs are non-labour. Her subsidy worsened SME problems.

The Government based its payment vectors on the Australia Tax Office. One has to wonder if they had any idea of the inappropriateness, or did they know?

So when PM Morrison was negotiating in January to evacuate Australians from Wuhan, his colleagues and staff should have gone into pre-emptive or fast-reaction planning discussions, either but straight away. They should have brought in tax officers who knew the weaknesses of BAS-based systems.

This is a normal management challenge akin to BHP’s shock announcement of the closure of steelworks announcement in Newcastle in 1997, where I had the recovery planning template on the Lord Mayor’s table in 2 days. The Planning Minister approved the plan in 3 weeks, that is, after it had been through Council and the Regional Organisation of Councils. 3 weeks.

Chicago economists have been mentioned. State and local governments here have been complaining, with businesses conflicting with them to no real purpose. None produced meaningful options and scenarios. The WashPost posted this impartial review by Tony Romm on April 10, 2020 :

- New York could lose **\$10 billion in tax revenue**.
- Pennsylvania has **ceased paying 9,000 stuck-at-home state employees** to save cash.
- In Illinois, an unprecedented crisis is brewing thanks to billions of dollars in **unpaid bills**.
- The economic carnage unleashed by the novel coronavirus nationwide hasn't just shuttered businesses and left more than 17 million Americans seeking unemployment benefits — it has also threatened city and state governments with financial devastation, according to local leaders, who say their ability to **maintain roads, schools and basic social services** is at risk at a time when their residents need help most.
- Many states and cities, which were already cash-strapped, are now in dire straits, facing plunging tax revenue and spiking costs.
- The stakes are sky-high for San Antonio and other local governments across the country, which unlike the nation's capital generally **cannot rack up deficits** even in times of crisis. To close the gap, Nirenberg said, the Texas city may have no choice but to look at “streets and sidewalks, parks, libraries, culture programming, social services” and a **range of areas for potential cuts**.
- The 2008 recession offers a grim historical reminder about the **lasting consequences of extreme austerity** that left major civic programs and workforces gutted — slashes in spending that in some cases were not restored.

The Corona “waste” is measured in \$ billions. Innovation is vital and there is none going on in Australia. This generation has made more mistakes than any other. The absence of due process allowed Berejiklian to exclude “options”. The estimate of the cost of her Vs options amounted to about \$70 billion. Berejiklian avoided even mention as she could not debate the issue, not having even sized-up her own options. **How does this relate to “stimulus!”**

These words were written before the deepest extension of the drowning economics, the point being that the PM should listen and push aside the wastrels:

The processes which collapsed in turmoil need to be related to the timeline of appointments and movements of the the main actors, establishing the “fusion” between horizontal and vertical levels of the NSW cliques, in Federal and NSW parliaments and (also fused) executive layers, all defeating “democracy”, engagement and probity (or “due diligence”), as below, in three urgent parameters:

1. Neville Power started as chair of NCCC with the wrong orientation, was opposed to OECD's and the UK/USA's generalised subsidies, and did not focus on “the next few months”. He ignored this analyst except by thieving his regional orientation and doing nothing on key stimulus industry sectors which had been acknowledged by the PM but which the PM subsequently ignored
2. The arts and crafts sector had seen no targetted action and on 19 June the Federal Minister, Paul Fletcher, was attacked by State Ministers over Morrison's refusal to extend the JobKeeper or other intermediate support to the sector. His aim is to set up festivals or exhibitions – which is irrelevant to stimulus principles, as explained here. The PM was developing that policy in the same unsuccessful manner as before, so it bloomed as a dead cactus as all the previous efforts did – the media were getting wiser so the housing and arts packages were savaged as being orientated to owners and proprietors rather than workers
3. The tourism, accommodation and travel segments have been told that the reverse approach, the extension of JobKeeper, might be announced but on 23 July – meaning a criminal delay of 144 days since the first payments could have flowed as established in the companion volume. There was and is a high probability that past blunders will be repeated – as we saw in the higher education, housing and arts packages, all of which had negative consequences overall.

In Morrison's first 4 stimulus packages, starting well before the bushfires and Novel Coronavirus, there were no options considered but we know they existed in the ether and included:

- **Option A, status quo: muddle through behind closed doors**, serial revisions, unclear objectives, little or no data and critical issues analyses, force opponents into gunboat diplomacy, throw up smokescreens about “\$100 billion over 10 years” then retreat when whacked by forensic critique, ignore virus warning signs and thus be unprepared, persist with truly damaging infrastructure projects which are debt bombs, focus on idiocies like attacking fires and farmers out of ignorance, issue a meaningless national SMS message, evade Parliament, force businesses to borrow bridging cash instead of advancing the agreed amounts, have secret deals which undermine public processes (Baird/Gaetjens/ Calfas damage to Newcastle, Wollongong and “Morrison’s Backyard”), ensure LG reform is so inept that it cannot reoccur within 10 years (Tas, WA and NSW), befuddle media, and form a national cabinet to mask central confusion around inept political appointees
- **Option B:** Prepare a **national economic framework** as PM Menzies and economist HC “Nugget” Coombs did post-1945, have transparent contingency planning based on risk analyses and science, understand and prepare for the inevitable next rounds of bushfires and bat crossover viruses, build up stocks of equipment and PPE, develop a contingency plan for border control + internal movements + placement of testing and hospital resources etc, recognise defects in Border Protection and RFS models and develop the alternatives, don’t make faux-marketing promises, inform media, reinstate full reporting of PIs and LG statistics, bring the people along with you
- **Option C – NSIP:** face an emergency with alarm, expert economist prepares **Newcastle Strategic Infrastructure Plan** (framework) in 2 days, shares it with senior managers and Council – all agree, shares with all other 12 Councils in Hunter with Milton Morris – all agree, shares with NSW Minister for Planning Knowles – he endorses it as a model for the whole State. Mesh budgets and site programs, fully engage innovative businesses through 8 sector clusters with Council as facilitator – systematic foundation but municipal inertia reasserts with reversion to deficit budgeting, loss of council leadership. NSIP was based on gathering data and analyses from all sources before finalising implementation details – the opposite of Morrison’s approach.
- We know that the treatment of casuals and local government activities has been up and down, again reflecting the lack of forethought. These are all options which should have been considered and informed by the community, not just big businesses, seeing that it is claimed the bods had been on-track for weeks (which we’re entitled to question).
- There are other options related to the vectors and speed of payment flows, avoiding childcare subsidy expectations, and focussing on priority areas instead of deep wells of swirling banknotes (as documented in this analyst’s reports in March/April). There is a characteristic fumbling by the current generation of government officials. Groupthink psychology says that that fumbling will continue until there is an exogeneous shock. Here comes their darkest nightmare - **data and analysis, empiricism & nous.**

“Recovery” has been hindered. 85 per cent of the NSW transit budget will provide no stimulus, it will serve less than 5 per cent of population growth, but help Hong Kong investors. NSW has to debt-fund massive promises while ignoring more effective options, increasing debt by 774 per cent over the next four years, wasting \$40 billion or so.

Official projections say the debt burden will equal 20 per cent of tax revenue, or the equivalent of the entire Education budget, by 2056, if this continues – the psychotic pursuit of the biggest, the riskiest and the least effective projects will produce that.

The Governor of the Reserve Bank was naively optimistic about the Fed “\$100 billion over 10 years” which was either \$60 billion if you look at the numbers or \$300 billion if you look at the promises – Morrison and Frydenberg have not responded to my challenge to debate this, repeating the canard.

The COVID-19 saga has confirmed the same underlying defects within Morrison’s “Bubble” – closed doors, lock outside experts out, don’t blunder-check, care not about \$\$\$, issue PR camouflage, rely on pushing through the minor journalistic shrapnel.

“Stimulus” started in the 2018 Turnbull/Morrison Budget as a “\$100 billion over 10 years” pipeline. That was erroneous under forensic examination, being largely consultant gravy trains of pseudo-promises, and was not delivered by an inept Minister for Such Matters, the Deputy PM, Michael McCormack. One of the advocates was the Governor of the Reserve Bank, Phil Lowe, a macroeconomist, who had been making such suspect statements on the topic for about 6 years. Treasurer Frydenberg inveigled him onto national TV to “certify” the bucket’s provenance.

The intent of “busting congestion” has been given up as a lost cause and the imminent collapses of the two biggest infrastructure projects, the Sydney Metro and WestConnex, are being ignored, especially through the rejection of this analyst’s 10-years-waiting CBD Traffic Oasis, Goanna Transit Bridge and Fireworks Tower, plus c 16,000 dwellings and two “expressnets” to relieve congestion over a swarth of suburbs. Berejiklian has been undermining that scheme in every way she can – without any care for principles and community.

The need for economic “stimulus” was acknowledged towards the end of 2019, well before COVID-19 was heard of. The new state of play at the start was reported in the SMH on 7 March:

Morrison is backing off a V-shaped recovery model to a U (longer). “Pressed on whether the economy would need some substantial assistance to deal with the financial fallout from the virus outbreak, Morrison was clear. *“I can say, though, in terms of broader larger fiscal stimulus-type responses, that is not the advice we’re receiving from Treasury. In fact, quite the opposite,”* he said on February 27. This week, Treasury secretary Steven Kennedy told a Senate committee the virus would strip at least 0.5 percentage points from growth in the March quarter. Combined with an expected 0.2-percentage-point hit from the summer’s fires, there is no one in the government who believes the country will escape a quarter of negative growth at the start of 2020.

On 9 and 10 March, two mastheads published windows on the state of decisionmaking in The Morrison Bubble:

The Australian on 9 March:

The government’s razor gang expected to present a plan to cabinet on Tuesday. However, sources have said the numbers were yet to be finalised and a decision on short-term assistance was unlikely to be settled before Wednesday. The Prime Minister is understood to be taking daily briefings from Treasury and relevant cabinet ministers, but is yet to be satisfied with the package. The urgency of the measures was underlined on Sunday as the Italian government took the drastic step of quarantining the northern region of Lombardy, home to 10 million people.... Amid growing fears over the economic impact of the crisis, business groups urged a rapid and substantial support package, including the fast-tracking of \$2bn in bushfire response spending. Fears the coronavirus will drive a global economic downturn were further amplified over the weekend after Moody’s Investors Service warned the health emergency could trigger a string of recessions across the developed world, with the US, Japan, Germany, Italy, France, Britain and South Korea all facing two quarters of negative growth.

The SMH on 10 March:

So far, he has not shown the early commitment and determination of his tenure in immigration. So far, he is showing signs of the same reluctance and excuse-making that shocked the world in his leadership failure on the fires. So far, his main message is that he is not Kevin Rudd. This may be deeply interesting to the people who populate the dismal circus of Canberra politics. For everyone else, Morrison is merely signalling that political appearances are more important to him than the reality of economic outcomes. Does he really think anyone outside the “bubble” gives a damn about his political vanity as their jobs and businesses teeter? It’s time for him to stop campaigning and start governing.

Morrison can begin to restore confidence by setting out a plan. One of the reasons that fire-struck Australia was so angry and frustrated with Morrison was that he allowed a leadership vacuum to develop. There seemed to be no one in charge. There was no plan. Fear and anger filled the void.

The series of subsequent announcements reflected complete reversal of the 7 March naïve sentiments, they started low at \$17.6 billion on 12 March, there followed \$66 billion on 22 March, and a “business hibernation” package of \$130 billion on 30 March – each of which as well as the whole were critiqued by this analyst at stimulus-stupidity.com, on Twitter and Facebook, and via emails. (That is believed to be the backstory to the postponement of the Budget by 6 months so that it will sit on the top of MYEFO.) There was questioning of the practicalities from many media outlets but not of the Bubble machinations.

I pointed out in real time that the intermediate commitment amounted to 13% of Budget outgoings, compared with the US’s 40%, with forecast growth in revenue at the last Budget here being – coincidentally? – 13%. The UK had preceded the latter commitment, with a job supplement of 2,500 Euros per month which is equivalent to \$US

2,700 and \$A 4,200 – compared with Morrison’s end-point \$3,000 (therefore **Australia’s is c 30% short of the UK level**). The Reserve Bank was working the monetary levers.

The first round was a one-off \$750 payment to around 6.5 million welfare recipients, small business assistance with 700,000 grants up to \$25,000 and a 50% wage subsidy for 120,000 apprentices or trainees for up to 9 months, \$1 billion to support economically impacted sectors, regions and communities over a year, and \$700 million to increase tax write off and \$3.2 billion to support short-term SME business investment. The cash payment would equal 50% of tax withheld from PAYG (on payroll), with a minimum of \$2,000. The \$1 billion is very like to sports rorts setup.

The \$66 billion related to a “safety net” of doubling the jobseeker benefit, and pensioner allowance (not widely publicised, after my criticism of \$750 in Australia and over \$2,000 in the US), A\$100,000 to SMEs with turnovers below \$50 million by allowing 100% of the withheld tax, A\$715 million to Australian airports and airlines, and allowing drawdowns from superannuation – that related to the promise then denial of support to casual employees. That was a miserable and inequitable ploy. Loans of up to \$250,000, repayment-free for 6 months, were available from 1 April.

The Government estimated about 7.8 million workers in 690,000 businesses, as well as some 30,000 not-for-profit enterprises, were expected to benefit, but were these real numbers? I thought not.

The \$130 billion 4th stimulus package looked suspicious to me then and I said so in relation to lack of specificity in needs and options as well as Performance Indicators (i.e. a proper budgeting approach) – but not one politician or journalist noticed. Free childcare was soon added as if to admit the \$130 billion had been too fat and needed to be disguised. There was no sign of reporting of Performance Indicators against progressive adjustments, indicating a *guess-it-as-you-go* default.

25 days later, on Friday 24 April, the Bubble accepted they had made process and other mistakes and backed off with a revised package. In the SMH the next day, Shane Wright and Nick Bonyhardy published “**Treasurer closes loopholes, fixes problems with JobKeeper**” (both had refused to listen to me previously):

While broadly welcomed by the business community with more than 400,000 formally enrolling in the scheme this week, there have been a series of complaints about its structure and operation. They include pressures on small businesses to find a month's worth of wage payments upfront, much higher wages for almost 1.7 million part-time workers, rules governing charities and even the structure of firms.

They didn’t mention other problems discussed here. They also did not explain the deferral by six months of the Budget in the context of the imminent publication of my consolidated demolition of Frydenberg’s Budget and MYEFO, rorts and stimulus mistakes.

The delays in Morrison’s scheme, which can be said to have been dunderheaded, were unnecessary to a large degree.

The authors eschewed the broader roadmap and appearance that there was no coherent logic to the Morrison Government’s meanderings, a characteristic of the behaviour during the bushfire and rorts imbroglios. Because they refused to listen, the authors also did not refer to this analyst’s webmails to the PM, the saga set out stage-by-stage at www.sydneybetrayals.me and stimulus-stupidity.com, and the in-depth critiques of the Budget and MYEFO refusals by Morrison, Frydenberg and Kennedy to apply “budget repair” to the wider range of previous blunders, at sydneyimprovementpolitics.com.

Dunderheaded? No wonder, the retrospective story was by Paul Kelly and Dennis Shanahan in *The Australian* on April Fools’ Day, 1 April:

The principles for the \$130 billion wage subsidy scheme were settled on the evening of Thursday, March 26, in Scott Morrison’s office over dinner. The Prime Minister, Josh Frydenberg and Finance Minister Mathis Cormann were in the room; Treasury Secretary Steven Kennedy and deputy Jenny Wilkinson attended by screen.... They agreed on the basics ... consideration of the wage subsidy package began “in earnest” after the second stimulus package had been announced. It was in keeping with Morrison’s agenda of first setting up a safety net before moving to the broader economy-saving measures. Morrison and the Treasurer were fully aware of the deficiencies of British Prime Minister Boris Johnson’s scheme. On March 21, the day before the second fiscal package was announced, Treasury had given Frydenberg a brief ...

Three specific business leaders were in the final round, with no one being cognisant of the needs of SMEs. The theme and details were echoed by the political editor of the Financial Review on the same day, reflecting a whitewash exercise by Frydenberg, who gets a free run from such media.

The authors explained that various people had been consulted in the interim and that Labor's Greg Combet was brought in to engage the unions. Morrison is said to have been adamantly opposed to the UK scheme, especially as he had ruled-out wage subsidies up to that point (undermining the Kelly/Shanahan line). The "safety net" reference is a furphy as the true safety net covering workers and small businesses was on 30 March.

The UK package, which was to keep workers on leave, even brought back after separation, was released on 20 March and is now extended for another month, after pressure to match a previous corporate relief package with a wages supplement as already applied in France, Denmark and mooted soon the US. The evidence is building that the UK's laissez-faire attitude is costing deeper health and economic damage than in other European theatres of infection.

Morrison faced similar pressure: all three Conservative national leaders gave priority to companies and ran to include workers. Congress gave great attention to overseeing Trump's discretion as he had been known to support his and his friends' troves. (Parliament cannot surveille Morrison.)

This was "revolutionary" only to the extent that Morrison was forced to bring his commitment up to the American level, but not in terms of proper decisionmaking which continues in Bubble mode. The deferral of the Budget by 6 months simply avoided the debate that should have been held first, not last.

Leaping to the essence, *The Australian's* Chris Kenny wrote on 2 May "that *If the Ruby Princess has been Australia's single most avoidable slip-up on spreading coronavirus infections, the most unnecessary stuff-up in the societal and economic response has been the way students have been shunned from schools*". He went on in terms reminiscent of my expose of systemic failures sitting behind "\$100 billion over 10 years" and sports and women's facilities rorts:

We are making this up as we go along. Those who are certain that other nations have succeeded where we have been left wanting are having a lend. **We just cannot be sure yet.***

Risk mitigation is a devilishly difficult practice for public assessment. Think of Shane Fitzsimmons, who headed NSW's Rural Fire Service for a decade. It was his job for more than a decade to minimise the bushfire risk and maximise the ability to protect lives and property. Yet in the wake of the worst bushfire season his state has seen, where limited fuel reduction, bad planning and miscued control burns all played a role in the devastating and deadly outcome, he has been lauded as a hero.

* *That cuts both ways, his against dropping restrictions Vs science leading priorities*

There is no excusing Berejiklian for mistakes that killed real people, and the jury is out on kids as the science is catching up which Kenny did not acknowledge, but he went on to say, "we have bought time and options to work out next steps. This is the true measure of Scott Morrison's success". Wrong, we slid so far back that it's all uphill now.

This report has general economic and specific project orientations so as to show that the general is very important but is now rejected, producing project inanities. Somewhat ironically, Labor's Treasurer, Michael Costa, in 2008 resented this idiocy and engaged the British expert transport planner Jim Steer, in an exemplary manner which subsequent Treasurers should also have used:

Jake Saulwick, "Metro a \$12b disaster, says buried report", SMH 30 July 2008:

The lemma Government was warned a month before it announced the \$12 billion north-west metro line that it would damage the NSW economy and should not proceed, in a damning top-level report commissioned by the Treasurer and buried by the Premier's office.

The document ... demolishes the metro proposal and the "optimistic" assumptions underpinning it. Written by Jim Steer, a world-leading transport consultant and executive with Britain's former Strategic Rail Authority, the report says the planned 38-kilometre Euro-style subway - from Rouse Hill to St James Station - is too long to be viable as a metro, is predicated on a poor business case and will do little to alleviate the CityRail congestion crisis.

"The business case for the north-west metro is weak, reflected in a poor benefit-cost ratio [nominally 0.65]. In fact, the evidence presented to the review, with a set of explicit, yet fairly optimistic assumptions, suggests that the project benefits are substantially outweighed by its costs.

"In such circumstances, there would have to be good reasons not present in the appraisal work to date that create the case for proceeding to implementation."

The report also suggests the project could be at risk of an enormous cost blow-out. It says that the capital cost for the project is estimated at \$7.2 billion in 2007 dollars "excluding any explicit allowance for 'optimism bias'"... On top of this, the project's costings had been based on the unit prices of the Epping to Chatswood line and only "limited work" had been done on comparing these with other metro systems around the world: "The comparators chosen in the work that has been done are not necessarily the most appropriate to the circumstances in Sydney. At this early stage of the project it would be wise ... to assume that optimism bias of perhaps 40 per cent should be applied," the report states." Clearly, this change would further worsen the benefit-cost appraisal as it stands."

That report was also ignored. The same project caused Berejiklian to detonate due diligence and create the beginning of the explosive “debt lake” (which Peter Costello should condemn but doesn’t). By 2012 Berejiklian was right back with Labor’s worst practices and the O’Farrell Government cancelled the City Plan in 2012, with Lucy Turnbull on the COAG committee, despite new Premier Barry O’Farrell’s promise to prepare one. Berejiklian also strengthened the Botany Club (below) which is damaging “Morrison’s Backyard” yet he does nothing.

To repeat, project economics (or malenomics) interacts with governance in powerful ways.

In October 2009 the SMH editorialised on Labor’s psycho-political obsession with Metros:

For the Rees Government, heir to a decade's dithering over transport by its predecessors, more dithering is political death. Giving up on the CBD metro is akin to Stalin abandoning Stalingrad to the Wehrmacht - completely, utterly, absolutely unthinkable. Everything must be sacrificed to it ..."

Nothing positive eventuated except hefty costs, property protests and widespread confusion.

In 2009 Albanese led the Council of Australian Governments into instructing NSW to prepare a systematic “City Plan” so as to stop its capricious mood swings, and in 2010 the next Labor Premier, Kristina Keneally, cancelled the metros. He also started the “Botany Club” which is an oligopolistic manipulation of port capacity along the Eastern Seaboard, rail and road companies, and his Moorebank Intermodal Terminal which was on Army land that he sequestered. A third terminal was added and Albanese mused publicly on a fourth, which is economic lunacy in a city that cannot meet its mercantile needs within its geographique. Involved on the contrary side was Jim Chambers, helping to destroy Vince Graham’s efficiency reforms in the Railways, who is now the Fed Labor Treasury point man.

The Club has morphed into an economically disastrous cartel which neither the former mayor of Rockdale and Sutherland, nor his partner as a local MP, thought or cared to counter in any meaningful manner. Albanese’s clones in Wollongong and Newcastle, the competitors to Botany, meekly accepted the defeat although they thought they were supporting long-distance rail links – an absurdity amounting to regional castration.

iA itself adopted a positive set of intentions albeit its first funding cycle (and subsequent ones) was replete with political interventions. iA has promised:

... a consistent culture of robust and transparent decision making and delivery across infrastructure sectors. Ahead of project selection, we need to improve the evidence base for decision making by increasing the delivery and quality of integrated long-term infrastructure and land-use planning, stakeholder engagement and project development studies

That is demonstrably not the case in practice, especially in relation to Metro trains and freeway linkages under State Governments, iA and specific senior Federal elected and appointed officials. Substantial criticism along these lines came from the NSW Commission of Audit; and private discussions with them in early February produced real surprise at the Metro’s written advice that it still had not prepared a business case. iA endorsed the Metro in its 2016 Report despite the above and others’ warnings.

There is no evidence-based process – within government that is – that recognises problems and develops the best system- and place-based options for community engagement.

So Sydney has a set of dud projects that will serve a small percentage of 800,000 or so new dwellings over just 15 years, under a planning regime that has no rigor or Eddington-type logic. The Budget run-up will feature demolitions, dispossessions, service interruptions, and revelations of secret deals, cost overruns and recycled promises – the components of Labor’s “planning stench” (BOF).

Better options including Christie, Greiner's and Gibbons' are ignored despite being cheaper and faster to implement and more effective in supporting dispersed population growth. The "30-Minute Club" will be remembered for the wrong reasons.

Stadiums + Central = \$4 billion+. That is the missing Rebuild money. Why won't that go to regions especially to do what Victoria is doing – providing infrastructure to take population pressure off the Big City! This is especially as Sean Nicholls revealed that "More than two-thirds of people believe Sydney is full and property development should be pushed to the fringes, new polling shows, amid simmering tensions within communities and the Berejiklian government over the issue. With plans for hundreds of thousands of apartments in the city's "priority precincts" over the next 20 years, the ReachTel poll ... shows 66.4 per cent of NSW residents oppose more development in existing areas to accommodate a bigger population".

That adds to the political joy of GSC's target for wee Campsie of 67 high-rises to add to its current nil (none). I'll remind you:

- * The Bankstown Metro @ \$20 billion replaces double-deckers with Melbourne trains and the Metromeisters haven't been able yet to find a western terminus, Bankstown being unsuitable!.
- * The tracks are being torn up but the Melbourne trains can run on them – so why the dramatic extra cost? (NB Berejiklian stole that idea, saving "billions".)
- * There's no reason from loadings, and passenger capacity will fall anyway – Christie and Greiner both said this is the least-needy line, East Hills is the most. No analysis has been made of spending on East Hills and dropping Bankstown.
- * No, the real reason is that the neo-cons want the Rail Union gone and they can't think of any sane way to do that.
- * They didn't realise for years and only then because I kept yelling, putting two lines on a section that can only carry 30 trains an hour means that both lines fail and Sydney has to close them for re-engineering - so adopt RG's planning template so that job can be part of the response to demographic changes related to COVID-19
- * So they put the cost on NSW without any electoral mandate, Parliamentary debate or honest policy process.
- * Then the "30 Minute Club" covers the landscape with smoke to pretend there is a logic, and councils fall for that, but the Club can't even get that right – their logic and their policies don't line up.

Stopping the Bankstown/West Metro will allow money to go to the regions and stop the greatest waste of money on Sydney in NSW history. QED. The Metro case is invalid and an independent re-appraisal is needed before any more contracts are signed. WestConnex/F6 is in the same position, that's another \$20 billion! What a mess and that's without the "committed" SouthWest Metro's c \$20+ billion.

Overview: the Cancer of Cronyism

Power's NCCC rejected renewables as a stimulus priority, with Morrison looking on (with a worried face), and favoured an irrelevant gas pipeline, as an act of "cronyism". Non-Sydneysiders will see NSW's brat character in the following, as seen in Morrison's and Berejiklian's twisted Corona priorities. Similarly the lack of support and stimulus in the University system is seen to be driven by Morrison's "hatred" of universities. Stimulus politics and economics cannot be understood if they are seen as mistakes within a proper governance system.

Cronyism is giving favours and sweeties to associates of any kind - family, business allies, political peers or opportunistic targets. A well-organised planning system, whether in defence, education or transport or whatever, matches resources with needs as well as it can and then ensures efficiency and effectiveness in delivery. The feedback loops mentioned earlier are critically important. The system is called "due diligence". The Treasury and Auditor-General ensured that that label was real. Cronyism breaks down those assurance protections and prefers ideologically-driven projects. Current journalists are largely uninformed in embracing these ideas and

protecting them from “experts”. The ABC and SMH/The Age have been cronies for about a decade - both abhor criticisms of the sacred cows of Bairdijikian managerialism.

Malcolm Turnbull promised innovation, equal treatment with tollways for public transport, no more “anachronistic spatial determinism”, and “Infrastructure should be assessed objectively and rationally on its merits”. What has happened is the opposite, that

- ◇ Federal structures and processes became “fused” with capricious, sub-economic and poorly-engineered, non-systematic and one-off State “fiascos”, defeating innovation and congestion reduction-cum-housing affordability tactics – the list of failures is horrible to see
- ◇ Cover-ups and “cloaks of invisibility” were imposed to protect Berejiklian, the Greater Sydney Commission and lobby-driven priorities
- ◇ No project – bar none – undertaken in the last decade in Sydney has been a success, or even less than a minor controversy; while the cost and impacts of every project went up as the failure of engineering pre-planning was mapped by the media and planning institutes, but more by luck and leak as transparency had been shrouded
- ◇ Citizens are not allowed to vote for project, Budget, tax and planning options during and between elections, breaking rules over “election mandates”, because ... Lies, BIG LIES and redactions are the dominant mode of top-down communication to citizens which hides a multitude of sins– *this is not a harsh judgement, the evidence is herein*
- ◇ The Prime Minister was actively promoting *sub tabula* Budget sleights-of-hand to aid politically-motivated projects as nurtured by the un-elected agencies like the Greater Sydney Commission whose Chief Commissioner shared a breakfast table with that PM
- ◇ Both Feds and NSW deskilled their silos and inserted trusties, as now defined.
- ◇ 10 years of ins-and-outs have seen a large number of projects explode with controversy, from the Tibby Cotter pedestrian bridge near the inner east sporting fields that was widely derided so that Berejiklian had to duplicate it nearby to make some sense of it; to the mega-announcements of 2016 which the media swallowed even though they were madcap at best and infeasible at worst.
- ◇ Unholy coalitions of conflicted interests defeat the benefits of “separation of functions” and of accepted economic analyses, covering multi-faceted projects that are “city changers” from better to worse
- ◇ An increasing eccentricity in spontaneous brain explosions – one example being, PM Turnbull concurring in a silly NSW idea that has wider and deeper repercussions than anyone thought possible, culminating in up-to \$100 million to a consultant (more than 80 consulting-years) to help retro-justify the idea! Did they think no one would notice? – maybe, the media glossed over it
- ◇ Un-elected subservient agencies are forced to follow capricious leads given by conjoined lobby and political operatives into demolitions of heritage buildings, removal of ancient trees and neglect of clean air standards
- ◇ The professions and Fourth Estate no longer function as guardians of the Public Interest
- ◇ A pervasive “groupthink” and hubristic regime of fused interests apply under the Neo-Gen cults, while the Wise Heads are chained to rocks in the desert.

Janet Albrechtsen of the IPA and Australian has used crafted terms against ASIC, such as penny-dreadful narrative, confirmatory bias, cover-up, rolled up assertions, dills or zealots, commercially savvy, totally stuffed up. This broad area of economic nous and public ethics is vital to intergenerational equity, and I find that those terms apply to the IPA and other quasi-Menzies lobbies. There can be no doubt where he would stand, as statesman and jurist. As Troy Lennon wrote, Menzies “*had a guiding purpose, espoused a clear philosophy ... and was a clever political strategist... (which) Subsequent Liberal leaders can never measure up to*”. Ralston Saul wrote in *Voltaire’s Bastards, ... management methods are being mistaken for solutions and so, as if in some sophisticated game, the problem is pushed on with a long rational stick from point to point around the field. Finally, Menzies' "The government and ourselves" from "The Forgotten People"*:

to be a real democrat in a really democratic country is to occupy a position of great dignity and self-respect, for these qualities are the natural and proper attributes of independent man. To be one of those who mouth the catch-cries of democracy and stridently clamour for their so called "right" from the cradle to the grave and after it, but at the same time dodge every civic responsibility, is to occupy a position not of dignity but of contempt.

Here is a map of cause through to effect:

PRE-CONDITIONS	CATALYSTS	BATH WATER TEMPERATURE	RESULTS	DILEMMAS	CONSEQUENCES
Plagiarisms started 2008 til now Expulsion of Greiner in 2012 led to debt obsession as projects were unremunerative Concerns abt China re Darwin & Huawei Ignorance of "continental warming" & fear of greenies caused national and international anger \$100 b over 10 years was not believable & Treasurer's continued refs are seen as lies, RBA confused, "repair" refused by Frydenberg & Gaetjens /Kennedy Steer Report (2008) revealed economic lunacy in NW Metro	Turnbull's gifting led to inadequate projects e.g. Inland Rail and CLARA Stacking political appointees into silos neutered professional advice e.g. WS City Deal Cabinet and Party rooms + Party officials dominated by fear of more dissent and now largely side-stepped Rorts were a product of long-term degradation of governance systems, that is what the media refused to hear Community revulsion at forced densification	Media downplayed the downside of the controversies, focussing on personality not realpolitik Plagiarism: RG aware of realpolitik and pulled media along Hiding rorts has caused genuine anger in the media Growing knowledge that next major bat virus was overdue but no research or re-stocking of PPE Densification resisted to the point that the economics of metros was destroyed –"Baird Model" dead	Mediocrity led to rorts, bushfire and Corona damage Even obvious options were missed out of ignorance e.g. vouchers for childcare Similarly the defects now evident were caused by the sloppy "dinner" mindset in the closed room Reality is Morrison delayed cash support from 1/3 to 1/5, causing most of the loss of 1.6 m jobs Too many announcements, too much misinformation = Govts, media and communities are confused	National Cabinet failed: SA borders open, Qld closed, Vic spreading, NSW no discipline NCCC was poorly formulated and cannot deliver most of the stimulus essentials PM & Deputy PM CoSs are both ex-mining lobbyists and pulled in Nev Power who has no "revival" experience C 300 deaths – how many would have been saved if due diligence had survived here via CSL if not in the USA	Disasters ~ • 1.6 m or so jobs lost • 1.7 m paid more - wasted on JobKeeper • \$>750 m wasted on childcare - \$3 billion over only 3 mths • WS City Deal neuters Ports, commuting & re-balance of jobs & residences • NCCC off track • Each tranche producing more confusion & inequity Engineering & "Debt Lake" errors mean Health budgets impacted, WestConnex & Metros MUST be paused and re-planned

Cronyism affected the Federal and States' performance over an extended period.

Remember that Turnbull was talking stimulus from at least March 2016 and his "Out There" summit, and much of his rhetoric was about city transit. He was not a red tape person and directly gifted various projects including his wife's Parramatta tram.

Berejiklian's paranoid rejection of "options" is uncannily similar to Morrison's over the full range of issues he had mishandled, foreign as well as domestic, economic as well as social ... and the same apparent incapacity to develop 360° plans and supportive processes as both have near 100% failure rates on examination. (Billions swing on such examples.) The Coalition and Labor continue with their perverted approach despite having experienced the public humiliation reflected in these passages; Baird and Berejiklian, with O'Farrell's gazing on, changed Treasury and central agency arrangements so as to smash through community resistance on the basis that Not-in-my-Backyard (NIMBY)

communities were impeding progress. His Treasury head, Philip Gaetgens, who has moved from heading the national Treasury to be boss of Prime Minister's and Cabinet, departed just before the Sydney Morning Herald passed judgement on the mayhem Baird and he left us:

Jacob Saulwick, "Baird's public transport bonanza – big on promises, light on business cases" (SMH 5 October 2015) ~

... what will certainly emerge as an issue for the Baird government, is a general tendency to confuse marketing spiel for analysis. That's not a huge problem if you're producing brochures for internal consumption; it's more of an issue when you're spending billions on city-shaping projects. ... there has been a bizarre and brazen refusal to justify, explain, and open to scrutiny, public transport projects.

But at the same time, the failure to produce analyses of the many options and alternatives in building these projects is only becoming more apparent and more jarring.

Gaetgens had been PM Howard's Treasurer's chief of staff, and therefore knew what honesty is about. Official naïveté produces unstable political cycles and unnecessary community angst, and also inhibits the ability to assess value propositions. Peter Costello had introduced the "Charter of Budget Honesty Bill" with these words:

Mr Speaker, the government believes that the Charter of Budget Honesty Bill 1996 represents a landmark development in the conduct of fiscal policy and reporting of fiscal outcomes. It is the kind of reform which, when enacted, will change: the way in which elections are conducted; the way in which policies are implemented; the way in which future generations are brought into consideration in economic decision making; and our economic policy for the better.

Morrison, Frydenberg and Gaetjens have point-blank refused to observe this and have made a strong point of digging deeper holes. They are due for censure (see following sections). When Gaetjens arrived at Baird's NSW Treasury he also knew that the Treasury says that

Business cases are a key tool to inform evidence-based investment decisions by government. The objective of developing a robust business case is to ensure resource allocation decisions are well timed, offer value for money, consider and mitigate risks and are consistent with Government priorities and objectives.

He was also on Greiner's iNSW Board which published these views:

iNSW SIS 2012

*The NSW Financial Audit 2011 (the "Lambert Report") identified significant failures in NSW Government infrastructure planning and variable compliance with the Gateway Review process, particularly for a number of very large, high-profile transport projects. It specifically identified the problem of **projects being approved without supporting economic or financial analysis (or assessed as having community benefits worth less than their costs), and then subsequently running over budget in cost and/or being delayed or cancelled.***

*The Commission of Audit Interim Report noted that many projects which had been subjected to the Gateway Review process **rated poorly on affordability and Value for Money due to a failure to adequately explore alternative options to desired service outcomes, and a lack of proper business cases including economic and financial appraisals** (Schott including Gaetjens, see below).*

\$40,000,000,000 wasted does matter: the grossest example is the Berejiklian psychotic obsession with the West Metro and the cover-up of the failures of the NW to Bankstown Metro. This is the biggest array of cronies and the biggest act of destruction of any city in Australia history - cronies completely

The consequences are profound: with the lack of proper needs analyses and business cases, the Berejiklian "ideology & stupidity" mode has defeated the whole "Baird Model", so that Sydney's future is based on a long list of unproductive, insolvent, lobby-imposed stand-alone projects.

In October 2016, when Mike Baird was under heavy attack over greyhounds, he and Prime Minister Turnbull had said the first City Deal is a "very big change" in the federal government's relationship with the (NSW) government when it came to the investment in cities".

On 4 March 2018 the PM and Premier Berejiklian, with eight mayors, announced the outcome of the "WS City Deal". A long-standing belief that the southwest heavy rail link would be extended northwards was reversed in favour of the **southwards extension of the NW Metro** so far as Badgerys Airport.

There was no sign of iA-type evaluation of options. Media attention was centred on Badgerys Airport, with no immediate realisation of the significance of the "unintended consequences" of the Metro *volte face* for port links to inland rail, inter-state and -regional railing of freight and passengers, the further destruction of the Bradfield rail legacy, and financial realities which preclude due diligence and options.

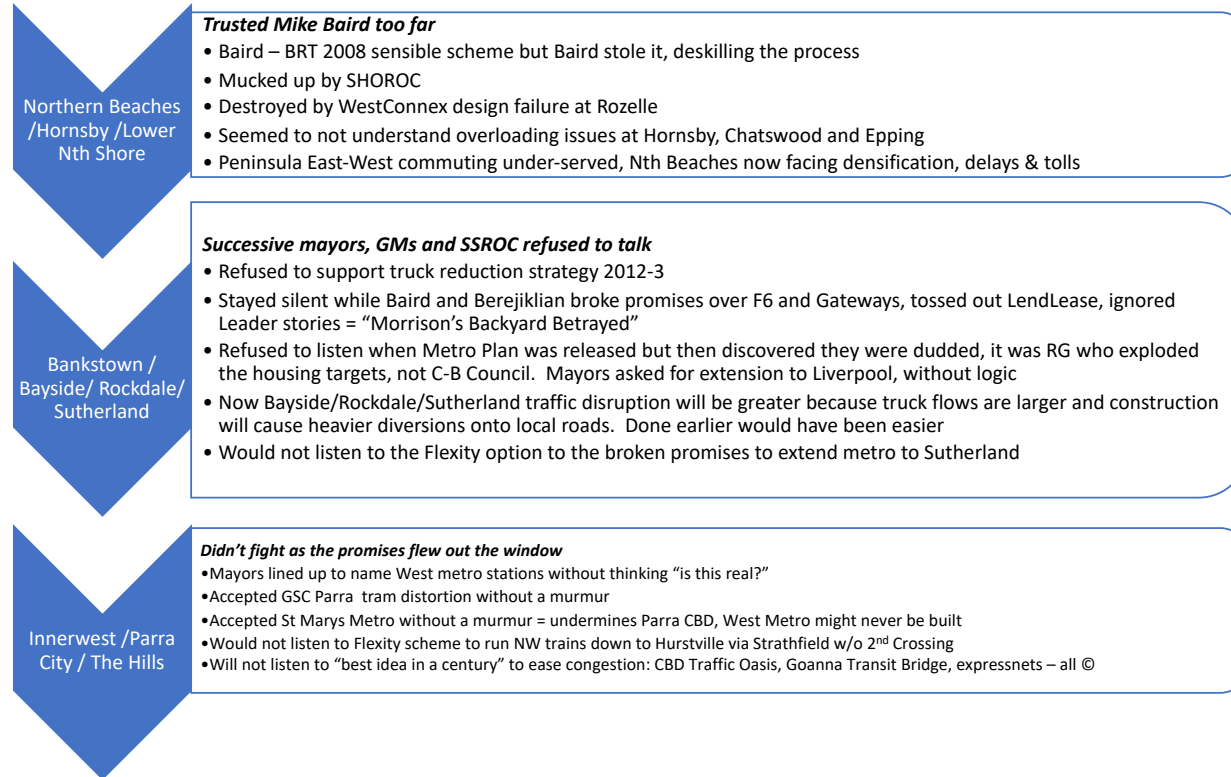
A further extension to Campbelltown is in the hands of the gods, with \$100 billion of unfunded promises in the eastern city's project queue ahead of it.

The map that might help to explain the context is the penultimate section.

Former PM Malcolm Turnbull turned the traditional "division of functions" on its head in co-releasing the "Western Sydney City Deal", with Premier Gladys Berejiklian. In practical terms, adverse outcomes can be mapped:

Sydney LGA Groupings that should have done better for their communities

Unfortunately showed that LG has trouble with strategic choices but is excellent at community waste and other interfaces



All accepted changes in DA handling and approval arrangements, disenfranchising local communities, without listening to the better alternative which is now being published internationally

The intersection with the Main West Line at St Marys made no sense as it failed to link with Parramatta and the Metro via the Parramatta/Epping Link; and failed to include Nick Greiner’s upgraded Main West or Ron Christie’s freight line from Enfield to Werrington, each on to the inland rail bridge, as options or addenda. **A stroke of the pen sterilised a whole Port’s access to the national logistics network.**

There was a web of extraneous influences including Premier Berejiklian’s desperate efforts to justify her July 2012 *volte face* on the NW project that was opposed by the then Chair of Infrastructure NSW, the Hon Nick Greiner; and the embedding of Baird’s/Berejiklian’s ideologies in the “plans” of the GSC under its Chief Commissioner, Lucy Turnbull.

The PM said that the City Deal was fully agreed with councils in the SW and West being *not Parramatta or Blacktown* and *not Wollongong* at the eastern end of the same railway axis; but Camden, Campbelltown, Liverpool, Penrith, Wollondilly, the Blue Mountains, Hawkesbury and Fairfield.

The eight mayors were selected on the basis of GSC’s fanciful “Parklands City” of the future and omitted two powerhouses, Parramatta City and Blacktown (owner of much of Eastern Creek), which total 580,000 residents. The smaller councils were there to take the lollies, \$800 per household in the case of Wollondilly’s 40,000 souls. Blue Mountains will waste the money repainting white elephants.

The significant LGAs which lost most – Wollongong, Blacktown, Parramatta, Campbelltown and Liverpool - stayed stumm. Only Fairfield protested, briefly.

The Regional Organisation of Councils was no help: WSROC's CEO had said that the full north-south *“is not about growth forecasting, or business cases, or demand modelling, or feasibility studies. It is all about vision and just a little bit about courage”*.

The effects were extended by excluding logistics from the “Faster Rail” program grants. There was a history of mischief: Carr’s false promise in 2003 of regional container terminals; followed by Baird’s secret toll on Newcastle containers to be paid to Port Botany owners in the manner of Bruce Baird’s M2 deal in about 1990 where transit operators would have to compensate the toll company if the former attracted passengers.

The City Deal as delivered, with iA’s “Future Cities – Planning for Population Growth”, failed to incorporate accepted “due diligence” protections of the public interest and intergenerational equity. It particular it repeats failures to observe needs analysis and feasibility guidelines, continues dysfunctional project approaches, and denies the Prime Minister’s promises for “no place for ideology”. The implications extend past the WS region to all of Greater Sydney’s networked transport and logistics systems. It is suggested it be withdrawn and re-done, urgently, in line with win-win offers made since December 2015.

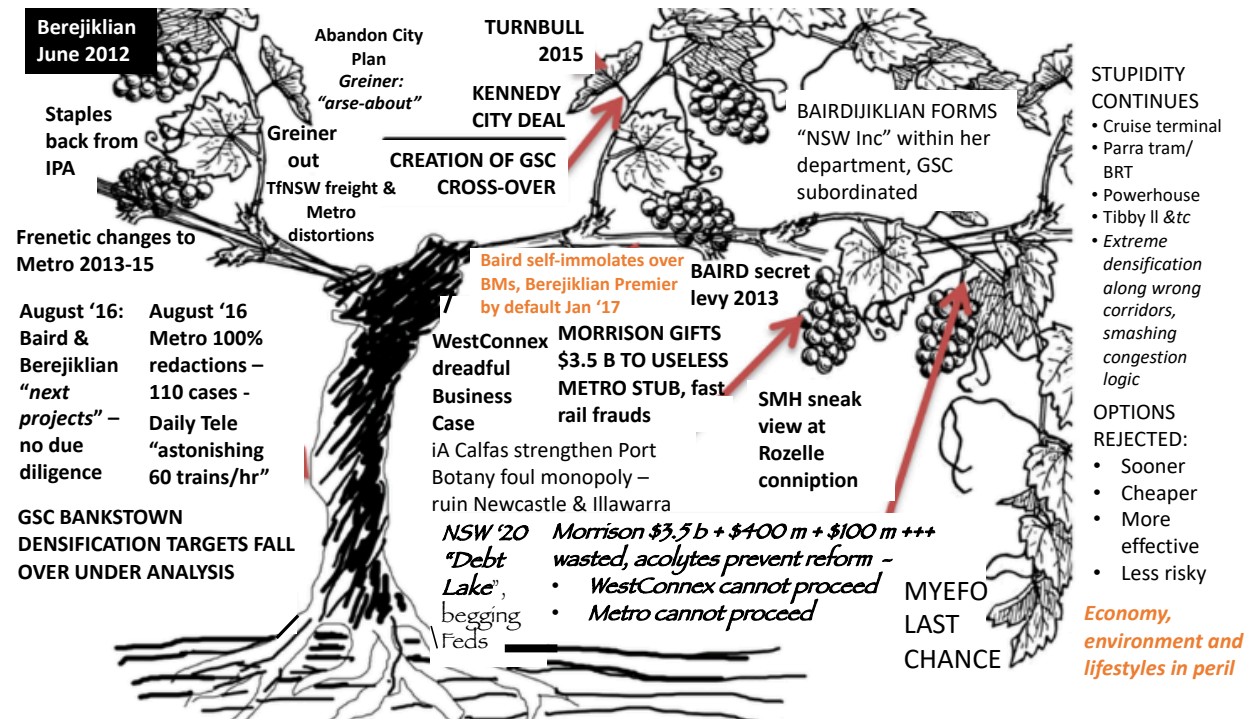
To summarise, the main symptoms of Malenomics are :

- “Projects” come out of political offices wherein there is no pretence of understanding systematic planning
- The “guard posts” of Treasury, main agencies and iA/iNSW are locked under the control of cadres of political meisters. Criticism is suppressed through giving lollies to local councils and recruiting the more needy of the “opposing” Party
- Accordingly there are no effective feedback loops at major stages (some being totally absent as with the metros and trams) through
Pre-planning → Needs analyses → Scenario-testing
- Feasibility assessment of main, agreed options – engineering, economic, financial, environmental, scale, timing, NPV and benefit/cost results, and community benefit (NSW projects typically cause the greatest possible neighbourhood damage e.g. all 3 new trams)
- Community and Parliamentary endorsement of all parameters but especially contract and Budget integrity
- *Sooner, cheaper and more effective options* are ALWAYS ignored, and in some cases, deliberately frustrated, using public money to hurt individuals
- “Menzies” values are treated with contempt while the meisters wear sheep rugs and quiet slippers, dealing in backrooms
- Self-suppression of journalistic nous, the focus being “look at all those cranes” and “what shiny toys! The former competence in economics and engineering are rarely seen and never in a sustained way – for example, Sir Rod Eddington’s legacy has been expunged without political or media “experts” noticing.

Fruit of the Poisoned Vine - Bairdijklarian Malenomics

Morrison. Frydenberg and the Governor of the Reserve Bank continually default to big projects when stimulus raises its head. None understand the economics city and regional vitality. Sooner, cheaper, less risky and more effective is the mantra of the OECD, Sir Rod Eddington in London and Melbourne, Nick Greiner in his State Infrastructure Strategy, Ernesto Sirolli in Ripples from the Zambezi, and of course this analyst who is an expert in such matters as seen in Newcastle's revival after BHP smashed the city's morale with the decision to close steelmaking. To generalise, my experience is strongly that macroeconomists are hopeless at regional economics.

Nonetheless, **OECD is right in saying that a priority is to review bad decisions and excise them**, for the reasons stated above. The waste is dealt with in the next section, here are the effects of a corrupt decision in June 2012:



Up to the election of the O'Farrell Government in 2011, projects were processed through clear planning and Treasury processes. The creation of Infrastructure NSW under Nick Greiner was a signal that Labor's "stench" would be reversed. iNSW commissioned high-level consultancy scans and suggested a probity path that included a Zero Gate to emphasise commonsense.

Berejiklian was in a comfortable position under O'Farrell and was able to publicly attack the apolitical iNSW, leading to Greiner's departure and an avalanche of stupidity that put Sydney in the world garbage dump. The chronology at right shows "who" pulled the strings. That is more than a thesis: it is a gap in media and professional perspectives that is reflective of the little girl who declared, "The Emperor has no clothes".

"Malenomics" is a zone where the proper principles of economics are discarded and the power elite's meritocracy imposes hidden tests which bear no relationship to economic, social and environmental improvement parameters as developed, for example, by Sir Rod Eddington in London and Melbourne.

Malenomic tests correlate with the hidden world of the WA energy sector and the HK long-term, intra-corporate manoeuvrings, and multi-layered non-decisionmaking cultures. They accord also with lazy journalism stenographic or churnalism.

There are messes aplenty over the NSW landscape after three years of reckless deals and blunders. They will appear in the case studies but several strategic issues will be covered briefly. The "loss of reality" at micro-psychotic level seems to be writ large on the urban scene through the non-decisionmaking circuits. That "loss" is reflected in the way the NSW agencies spurn the Wiser Heads. Failure against practicality criteria means low productivity and sucking oxygen out of the economy:

The “Practicality” chart was provided to Turnbull & Baird in October 2016 as was the major document “Costs Vs Benefits of Berejiklian Bradfield Reforms”, along with mapped conflicted relationships between lobbies and agencies; but despite the extreme gravity of all of the issues, and the professionalism of the material, no acknowledgement or response was received.

Part of governance is “separation of functions” as a protection for democracy against one faction threatening co-operative federation. That was a driving factor in Federation discussions and it is neither co-incidental nor casual. The principles of liberal economics reinforce the thinking, as expressed by Professor Gary Sturgess in “To Join Interest with Duty”:

The checks and balances of the Westminster system ... depend ... on the self-interest of competing ministries, competing political parties and, in federal systems, competing governments. Out of this contest and challenge comes greater transparency and a greater responsiveness to the rich variety of interests in society.

Tests of Practicality against Known Problems

which are material enough to affect long-term outcomes

	GSC	TfNSW		GSC	TfNSW
Role & Potential			Route & Value		
Metro rail	X	X	White Bay/Google	X	1/100th
Tram	X	X	Canterbury Racecourse	X	X
Tram/train	X	X	Inland Bridge	X	X
Auto-trucks	X	✓	Centurion confusion	X	X
Hit on Bradfield*	X	X	Energy responsibility	partial	partial
Gaps					
Electrification	X	✓	Feasibility studies / options	X	nominal
BRT	partial	partial	Business cases	nominal	nominal
Local Solutions	X	X	Benefit/cost	X	X
Value capture	nominal	X	Discount rate	X	X
Logical logistics	X	1/100th	Investor confidence	X	X
Budget logic (Lambert)	X	X	Community cynicism	X	X
			Willingness-to-pay	X	X
Outside ideas			Economics & Engineering		
Christie*	X	X	Eddington	X	X
Gibbons*	X	X	iNSW	X	X
Greiner*	X	X	iA	X	X
Bradfield*	X	X	IPA / TTF	X	?
Parry *	X	X	Bradfield	X	X
* not even mentioned			Lambert/Grattan budget logic	X	X

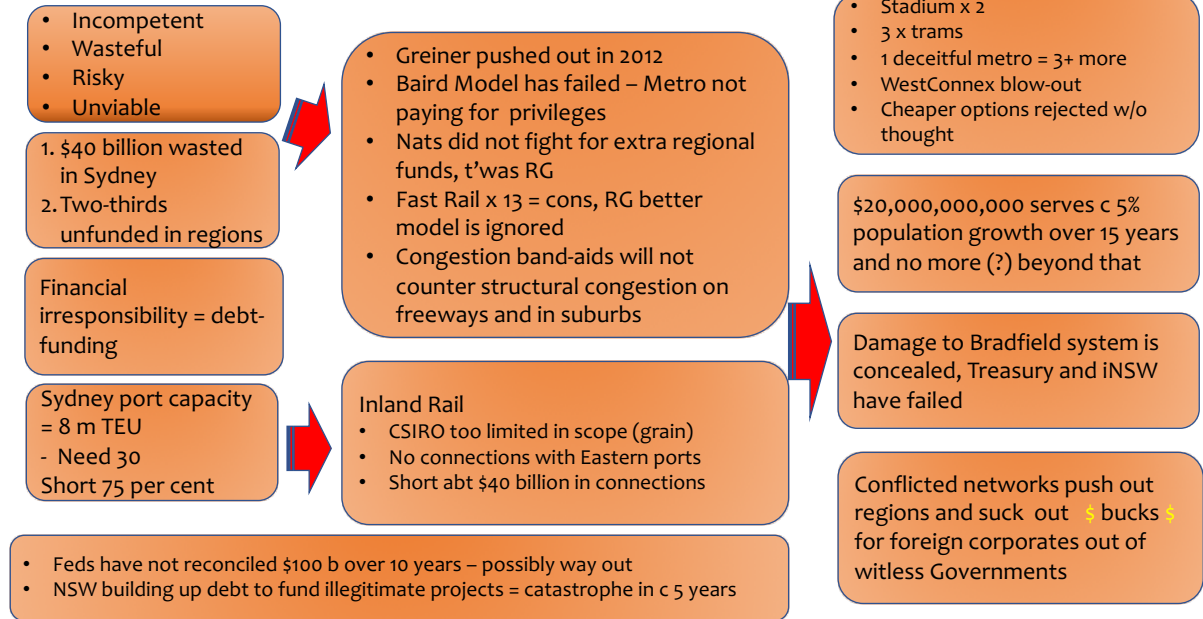
Then the lost opportunities from better options have to be factored in, such as Morrison cancelling tourism stimulus and ignoring this analyst’s policy package with its SME and community benefits. Such as Berejiklian doing everything she could think over 10 years off to stifle the “Barangaroo Expressnet” including Goanna Transit Bridge; which would ease congestion for transit vehicles where she is pumping 20,000 vehicles a day (c 20%) into an intensely congested pivot point in the innerwest - with no means of relief due to engineering stupidity which Morrison and Berejiklian refuse to acknowledge let alone repair. That is straight malice towards this analyst for resisting, with others, the George St orientation of the CBD tram. She was wrong then and ever since. That she capriciously plays with border restrictions and abuses her peers is no surprise.

Baird had appointed Philip Gaetjens as his head of NSW Treasury. Together they made Business Cases the nub of project approval cycles. The effect was to allow Berejiklian to ignore the sequences, so that announcements came first with minor paperwork after. By the time Gaetjens went back to Canberra, **all these fine words were dust but he escaped genuine scrutiny.**

Resource allocation and risk management are failing in every key respect as core aspects of Budget-making, because current business cases are incomplete and inappropriate – “nonsense on stilts” as Peter Self put it, with Sydney reflecting the state of Australian city and country regions regarding solutions that would repair:

- **system integration** (rather than suffocating the Bradfield system by stealth and contract by contract budgeting, and *A Plan for Growing Sydney* that has no assessment criteria, or properly planned processes, or measurable societal outcomes)
- **land use co-ordination** (rather than a Greater Sydney Commission that is to “operationalise” *A Plan for Growing Sydney* and its own developer-by-developer compacts)
- **“pre-planning” quality** (found by independent studies to be costing at least 25% of the infrastructure budgets, this is atrocious in an infrastructure-deficient country, reflects upside-down Premier-controlled processes and her cadres’ lack of traditional expertise and independence)
- **financial and economic viability** (rather than unproductive metros and trams where the business cases have been found to be distorted and outcome indicators removed to the maximum extent – e.g. 100% redactions and nothing at all in the West and St Marys metros), and
- an orderly “pipeline” (instead of a debt lake that is unsustainable for even 5 years and a failed “Baird Model” of land value capture).

Overview of main issues



Up to the election of the O’Farrell Government in 2011, projects were processed through clear planning and Treasury processes except for the post-Carr metros and associated land management matters. Including “projects” in “plans” meant that a degree of integration across portfolios and regions was achieved. The box above reflects the abolition of “city plans” in that dreaded year, 2012. The creation of Infrastructure NSW under Nick Greiner had been a signal that Labor’s “stench” would be reversed. iNSW commissioned high-level consultancy scans and suggested a probity path that included a Zero Gate to emphasise commonsense. But then those reforms were tossed out in favour of petticoat politics.

Berejiklian’s cabal has its filing cabinets emptied and shredded every week in case they did leave a trace. The total of **lost benefits and avoidable waste** is around \$180 billion over 10 years and three times that over the next 15 years. Berejiklian cannot contest that as she has no critical facility, just Tin Soldiers marching in serried ranks:

- No one thought it strange when the Minister for Transport publicly mused on the need to spend \$billions on private hotel speculation at Central to make the Metro planning scheme work. What planning scheme? The SW Metro and GSC’s housing densification policy were wrong in theory and in the details. Shambolic and Scumbag have been used with Politics on the detailed websites.
- No project – bar none – undertaken in the last decade in Sydney has been a success, or even less than a minor controversy; while the cost and impacts of every project went up as the failure of engineering pre-planning was mapped by the media and planning institutes, but more by luck and leak as transparency had been shrouded

- Citizens are not allowed to vote for project, Budget, tax and planning options during and between elections, breaking rules over “election mandates”, *because ... Lies, BIG LIES and redactions are the dominant mode of top-down communication to citizens which hides a multitude of sins– this is not a harsh judgement, the evidence is herein*
- Unholy coalitions of conflicted interests defeat the benefits of “separation of functions” and of accepted economic analyses, covering multi-faceted projects that are “city changers” from better to worse
- An increasing eccentricity in spontaneous brain explosions – one example being, PM Turnbull concurring in a silly NSW idea that has wider and deeper repercussions than anyone thought possible, culminating in up-to \$100 million to a consultant (more than 80 consulting-years) to help retro-justify the idea! Did they think no one would notice? – maybe, the media glossed over it
- Un-elected subservient agencies are forced to follow capricious leads given by conjoined lobby and political operatives into demolitions of heritage buildings, removal of ancient trees and neglect of clean air standards
- The Prime Minister was actively promoting *sub tabula* Budget sleights-of-hand to aid politically-motivated projects as nurtured by the un-elected agencies like the Greater Sydney Commission whose Chief Commissioner shares a breakfast table with that PM
- The professions and Fourth Estate no longer function as guardians of the Public Interest
- A pervasive “groupthink” and hubristic regime of fused interests apply under the Neo-Gen cults, while the Wise Heads are chained to rocks in the desert.

O’Farrell was briefly a reform Premier:

“... we will start the change to reverse the clutches of Labor's central control, and give back to local communities at all levels as much decision-making, and participation, as possible - because we understand that people who live with those decisions, and who will directly benefit from those decisions, have a much greater interest in making the right decisions than bureaucrats and Ministers located elsewhere...”.

Yet BOF supported Berejiklian against Greiner’s logical framework in 2012. Explicitly political decisions were made which became mantras for NSW public servants (and iA) including

- Parra/Epping: an essential link to relieve the Main West and to improve access to Parramatta, Berejiklian had a fight with Gillard and later moved to sterilise the corridor in a manner I regard as malicious. (The extra background is that I wrote the base report for the NW, SW and Parra/Epping which Berejiklian explicitly praised in 2009, and which I faxed to her again, in protest, in 2011.) That led to GSC’s Olympic Peninsula compromise
- Baird threatened senior Ministers with sacking if they did not support his dysfunctional LG amalgamations plan*, and both Baird and Berejiklian sacked Catherine Cusack MLC for expressing disagreement with treatment she received and the preferment of an alleged second-rater
- I was asked by the then LG spokesman before the 2011 election to write a landmark local government/ planning improvement plan, *Creative Reconstruction*, without amalgamations (my third international survey of
- CBD and Eastern Suburbs tram: tried by Milton Morris in c 1974 but withdrawn for logical reasons, pursued by LM of Sydney Clover Moore without respite. Gillard gave way and Berejiklian followed. I faxed journalists a picture of the construction of trams on Glebe Pt Road, pointing out that George St is the most critical underground drainage and pipe context in the CBD, but no, Moore and Berejiklian had to proceed with an irrelevant solution – it will worsen congestion (see planning documents). Greiner raised logical questions and was shouted down by Berejiklian and Moore-Wilton in the *DT*
- The National Party is a sometimes-uneasy Coalition Party with a great record of leadership (Cutler, Fuller, Anthony, Earle Page, Wal Murray – no wimps, two of whom were my Ministers) but has shown itself to be unable to speak out on urban waste and rural deprivation. It followed Baird on greyhounds even though I told each one that local problems

best practice for Premier's and one for NRMA , all disregarded by agencies), and succeeded to the point of universal agreement by PIA, some lobbies and most professors in Australia. BOF asked Ministers Page and Hazzard, LG and Planning, to meet me, both refused. The result is the greatest disaster in LG/Planning reform in NSW history, half-baked amalgamations (even the mayors remaining) and a continuance of incompetence driven by Baird (with the PM and related parties cheering on).

require local solutions. That is the same issue as in local government and planning in the UK, Canada and NZ.

- The family relationship between the PM and the Chief Commissioner of the GSC is famous. It raises questions as to how and why the Fed *Smart Cities Plan* emerged after the GLC's District Plans and SROP revision were released and criticised. The PM has not pursued his electoral promises where they contradict metro mantras e.g. "reduce congestion" and "no ideology".

The effect of Greiner's departure in 2012 was the illegitimate "approval" of the NW/Bankstown metro system, which from July 2012 became the basis of an contrary-logic multi-focal web of support for Berejiklian, no matter the defects in her every approach. (The tram section at www.sydneybetrayals.me quotes PM Turnbull as specifically approving Berejiklian's approach in 2013 (with nary a contrary word since), ignoring the catastrophe predicted in 2010 which lanced its awfulness in 2019).

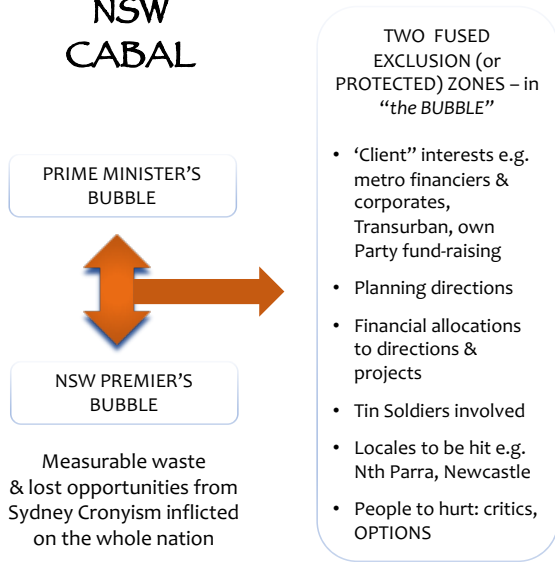
The emergence of a post-Greiner corruption was mapped at every stage and fought through correspondence, websites and the media. The SMH was not interested from about 2010, the AFR and The Australian never were, and the Guardian Australian became a strong presence within the daily dictates of mastheads. The New Weekly and the Monthly, and the Saturday Paper to a lesser extent, did excellent perspective pieces but not on the themes discussed here.

The "better options" are discussed later, but the suppression of options is so profoundly destructive that this table and text must be provided here:

WestConnex			The Bays / West		
<i>Eastern portal</i>	Use Brereton expressway and M5 connection	\$8 billion	<i>The Goanna</i>	Save 8 years, save \$7+ b, + 16,000 units, achieve iconic "Fireworks", reverse malicious bias	\$7+ 10 billion c \$1 billion in JV yield
<i>Route</i>	Better plan and engage in advance (iA comments)	who knows?			
2nd Crossing			Parramatta 2nd Airport		
<i>Defer</i>	Inner orbital (below)	c \$ 10 billion	<i>Western fast train:</i>	Complete Epping/Parra Release City Circle	c \$14 billion l/t
Bankstown			Bondi & SydUni ExpressNets		
<i>Route</i>	Assess option/add East Hills KSA/failed R/E yields	who knows?		Delete tram mistakes, reduce congestion/parking stress	World exemplar
<i>Stations</i>	NB Berejiklian theft: Drop straightening & trackage	\$2+20 billion		Complete route and add patronage	c \$2 billion over time
Inner Orbital			Innerwest tram extension		
<i>Hurstville to Strathfield</i>	Middle band densification	c \$15 billion in route and housing yields	<i>Parramatta Road redevelopment</i>	Operational and R/E yields	c \$6 billion
NorthWest			ES trams		
<i>Flexity Swiftas</i>	Straight down Main North towards Hurstville	was \$12 billion time saving		Use Bradfield Town Hall to Whittlam Sq - Prof Rob Lee & RG	\$5 billion inc r/e yields
Northern Beaches Peninsula			Ports & Logistics across Eastern Seaboard		
2008	Eliminate though traffic in Cremorne & Mosman	\$3 billion		Costly delays since 2012	arguably \$30 billion
	Short tunnel sections, no densification w/o plan	\$15 billion		Regional losses in Newcastle & Wollongong	
	WestConnex connection can be via Goanna			Curtailment of Port Botany congestion	

NB Inner Orbital, NW Flexity and ES trams are interconnected

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- Metro capacities were over-stated and existing lines’ badly under-stated, showing no attention to detail or truth
- Metro engineers took years to realise they could not connect the Metro to the Illawarra Line (Eddington Bedrock does), while the Liberal faithfuls like Mark Coure MP in Oatley and the former Sutherland Mayor Kent Johns stayed stumm despite an electoral mandate opposing forced high-rises

Similarly the engineers took years to find that their technology choice was so dumb that they had to reconstruct major sections of the Bankstown line, closing it for up to a year (local commuting and traffic mayhem would result), but then Berejiklian stole this analyst’s solution (i.e. plagiarism without credit and payment).

There are important “innovation” elements in my Eddington Bedrock including the expressnets at Bondi Beach, Sydney Uni, the end of the Goanna Transit Bridge, and in other congested areas which have constraints on physical expansion of existing structures.

The Cabal’s work is seen in camouflaging Sydney’s new Metro’s doubling of the real rail annual operating deficit without a word in the State Budget; and a specific \$3.5 billion allocation in the Morrison/Frydenberg Budget is unlegitimised and will be unproductive and impracticable (the Turnbull/Baird arbitrary call to give buddies \$100 million to prepare its publicity brochure was very suspicious, and indeed disappeared within sponsor Lucy’s Turnbull’s GSC).

Also, the authors of the two greatest reform pathways of recent years, Sir Rod Eddington and Nick Greiner, recused themselves from this exercise and can be considered to be conflicted, Eddo as Chair of Infrastructure Partnerships Australia (the main spruiker agency), and Nick as Federal President of the Liberal Party, Eddo’s main “client” in some ways. Frydenberg defended the Morrison “\$100 billion over 10 years” slop by getting the Governor of the Reserve Bank, Philip Lowe, to say on national television that he’d reviewed it and regarded it as a good basis ... which contaminated the Bank’s repute and professionalism.

The saddest thing of all is that so little has been learnt from a decade of disarray. The *Telegraph* had reported in August 2009 that \$8 billion on the NW Metro would produce travel times savings of only 2 minutes per passenger. Then Premier Nathan Rees had said in 2008 that “the CBD Metro has to be pushed through at all costs”; and then, as had his hapless predecessor Morris Iemma done about the West Metro in 2008, he said he’d expect the Federal Government to pay for the same. Nick Greiner’s iNSW overturned a few shibboleths but was defeated by Berejiklian’s Big Projects – and iNSW has never recovered its mojo.

It was just about enough when the AFR reported on 30 June ’17 that

NSW Treasurer Dominic Perrottet has pledged to work closely with the federal government on a planned \$12.5 billion (stet, should be “more than”) line from Sydney to Parramatta in a sign he is hoping to grab some of the \$10 billion of federal funds on offer Infrastructure lobby groups have urged the NSW Government to fund the West Metro project urgently Property developers argue the line will services (stet) suburbs like Homebush where the state government has encouraged them to build huge housing developments.

There is no scoping, no feasibility of options, no “first plan before transport projects are dreamt up”, no benefit/cost analyses, no community engagement – no legitimacy. Once again unelected interests are covering governments’ eyes and leading them to the developers’ trough. The Federal Minister for Infrastructure at least said iA would be consulted first. Coming generations will face a depleted treasury, an inefficient transport/land use context, and an inability to correct mistakes for at least one generation.

Engineering performance has been poor under the Labor/Berejiklian metro regime:

- Plans for the Metro extension were made before locations had been set which is an admission that no feasibility and business case stages (stages #2 and #3 under iA) had been done. The same happened with the West Metro which has no logic but the imperative of lobby influence and “ideology and stupidity”
- Metro environmental statements gave poor locations for depots and stabling, Labor’s on the water at Rozelle (neat trick for a deep underwater railway – train lifts?); and Bankstown’s was inconclusive, “somewhere near the end” of the extension (a supplementary site to the main one in the NW) – TfNSW could not even decide whether Bankstown or another place was feasible as the western terminus

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That is turkey hunting. There is no scoping, no feasibility of options, no “first plan before transport projects are dreamt up”, no benefit/cost analyses, no community engagement – no legitimacy. Once again unelected interests are covering governments’ eyes and leading them to the developers’ trough. The Federal Minister for Infrastructure at least said iA would be consulted first. Coming generations will face a depleted treasury, an inefficient transport/land use context, and an inability to correct mistakes for at least one generation.

The Greater Sydney Commission should be allowed to shine but it is chained to pre-approved projects (even if not legitimised) and the Commissioners can be dismissed without cause if they offend the meisters. This author’s Creative Reconstruction of NSW Local Governance would have set up regional leadership, strong community engagement along a “willingness to pay” path and speedy justice where mischief recrudesces but the Coalition had suggested it then ignored it (with a letter of praise from BOF).

There is not one independent body which can guide NSW forward. The legendary Milton Morris created one which Wran continued and which Bruce Baird thought in 1995 should be reinstated. This author was its secretary and knows it was efficient, reliable and clean.

Perrottet found that same well-worn track and failed his first test – as custodian of Treasury’s economics and finance Guidelines, does he know what they mean? Economics might be the Dismal Science but it throws more light on Sydney than does a whole Parliament and State apparatus.

Promises about Northern Beaches, freight & ports, the amelioration of congestion and affordability crises, and population dispersement are ignored through to being badly handled through planning and budgeting phases. The ideological and psychotic obsession with a tollway defeat Zali Steggall’s environmental ambitions, but worse, pile delay on delay on delay. That was the point of my 2008 strategy which was requested by Baird and then stolen by him, shuffled around for 8 years (delay!) and then abandoned, the sleight-of-hand tollway having an unrelated purpose, to hide the stuff-up in the 2008 and the WestConnex programs.

Labor had its own blind spots which Berejiklian embraced. The NW Metro, CBD and ES tram, and Rozelle/WestConnex would have been avoided if Greiner’s methodology had been used. The Daily Telegraph published a classic story (below).

Sydney’s liveability, costs of housing and congestions, and infrastructure metrics are all worsening quite rapidly. As the former PM said when announcing the Smart Cities Plan,

... throwing more money at the problem won’t solve it. Change can only be delivered by addressing the policy and regulatory settings ...

The NW Metro killed probity and due diligence in NSW. The following whiteboard points are important:

- The only independent expert assessment was Jim Steer’s in 2008 of the NW Metro – benefit/cost ratio of 0.65 or lower – Berejiklian refused to acknowledge its existence
- The business cases are reviewed by iA in most cases, and it rarely gets the answer right, accepting ridiculous levels of unquantifiable “benefits” and hiding weak-to-negative financial and economic outcomes.
- Indeed, iA has accepted travel time and other non-quantifiable, perceptual savings as a significant part of project benefits, up to 97% re the WA Metronet, 89% re the City and SW Metro in Sydney, and 82% for the NE Link in Melbourne. Economists have long recognised this as “nonsense on stilts”, which is an archaic expression that Professor Peter Self recovered in his devastating attack on the UK Roskill London Airports Inquiry.
- The significant quicker and more effective elements of Bedrock would have such benefits added should there be a professional project cycle in Australia.
- Perrottet is no “Treasury Guardian”. In 2008 a Labor Treasurer tried to stop that reckless project, the NW Metro. When Baird and Berejiklian announced their “next priority”, an equally risky and problematic proposition, Treasurer Perrottet announced he was heading to Canberra with his begging bowl. On that occasion at least, PM Turnbull said he is “not an ATM”.
- Sydney’s new Metro doubled the real rail annual operating deficit without a word in the new State Budget. A specific \$3.5 billion allocation in the Morrison/Frydenberg Budget is unlegitimised and will be unproductive and impracticable (the Turnbull/Baird arbitrary call to give buddies \$100 million to prepare its publicity brochure was very suspicious, and indeed disappeared in Lucy’s Turnbull’s GSC).
- Promises about Northern Beaches, freight & ports, the *amelioration of congestion and affordability crises, and population dispersement are ignored through to being badly handled through planning and budgeting phases.*

Of massive significance is the general economic principle, articulated by OECD, to remove unproductive projects and thereby enhance productivity and minimise debt.

The meaning is, in rejecting “budget repair” over several years and especially under Morrison, Frydenberg, Gaetjens and Kennedy, the essence of stimulus and of OECD’s guidelines was smashed and Sydney’s and NSW’s future prosperity imperilled. **In their governance reports, OECD focussed on major aspects, three of which follow with comments in italics:**

COORDINATION ACROSS OF GOVERNMENT LEVELS IS DIFFICULT, INCREASING THE RISK OF WASTED RESOURCES

- *“Waste” is no longer measured: pre-setting of Petticoat priorities (capriciousness) means that “options” (as benchmarks) are ignored and waste becomes contract disputes and overruns, not “more expensive” Vs “most cost effective” in an integrated social balance sheet*
- *The formal mechanisms of COAG have been displaced instead of reformed, replaced by a consensus/opt-out informal structure which excludes “planning” and dissolves under bullying stress*
- *Historically, the peak co-ordinating bodies comprised public servants, with emphasis on cost effectiveness from planning assessments through to contracts, with “open” consultation with vested interests and regular discussions at Ministerial Council level (ATAC)*
- **Now, iA, iNSW, NCCC and the Greater Sydney Commission have vested interests throughout their structures – they focus on spoils (projects), not integrated outcomes, starting with contracts without “plans” (“all a bit arse-about” said Nick Greiner), now eliminating “due diligence” (notably the Sydney Metros and less so Melbourne’s freeways and rail strengthening). That Berejiklian took all “Kremlin**

Lines are linked, duplication has been avoided, so the schedule

should be read as a whole

NSW” agencies into her Department, including the faux-independent GSC, showed her contempt for professionalism, something she had shown from 2000 or earlier

UNCERTAINTY OF REVENUE FLOWS AND SOURCES CAN ERODE CONFIDENCE IN A PROJECT’S AFFORDABILITY

- **NSW under Berejiklian said it wanted to be freed from central surveillance, but its governance is so deformed that there is no inbuilt sustainability, and the begging bowl comes out whenever this analyst hits the “debt lake”. The side-lining of COAG accords with Berejiklian’s maverick approach - dominatrix**
- The high marginal costs of tunnels through built-up suburbs and rail and tollway routes to and through fringe growth areas mean that high subsidies are needed if congestion is to be reduced *contra laissez-faire non-planning* (which dominates in Sydney)
- The loss of due diligence reduces the security of superannuation- and government-funding schemes, on top of poor pre-planning and engineering which saw a sequence of failed PPP rail and road schemes, The only independent expert assessment was Jim Steer’s in 2008 of the NW Metro – benefit/cost ratio of 0.65 or lower – Berejiklian refused to acknowledge its existence and the result is a 5% revenue cover.
- Indeed, all current NSW projects appear to have benefit/cost ratios under 1.0 as documented in the “Save Sydney” suite
- **The superannuation agencies and business chambers engage soft consultancies which tend to boost projects rather than promote reform protocols, examples include Financial Services Council’s reports on port and logistics, 2011 and 2014, Port of Newcastle’s AlphaBeta market potential study, and CSIRO’s Inland Rail for ARTC.**

UNSTABLE REGULATORY FRAMEWORKS CAN PREVENT LONG-TERM DECISIONS

- Infrastructure pipelines were planned through State-level strategic planning, regional-level plans, and agency-driven Ministerial submissions to the Budget Committee of then full Cabinet
- Now agencies have been amalgamated and put under political appointees so that the former inbuilt competitive surveillance mechanisms (*a la Gary Sturgess’ “To Join Interest with Duty”*) have been replaced by “the strongest wins”, with Berejiklian being duchessed by 3 successive Premiers then herself
- iNSW and GSC were hailed as the saviours of infrastructure planning but both simply took Berejiklian’s projects without any plan*, meaning they made the situation worse (* COAG tried to rein-in NSW in 2009 by insisting on a “plan” but Berejiklian forced its abandonment in 2012.)
- Local government used to surveille state agencies, but now compete for an goodies which range from grants in return for co-operation (bribes) and the location and naming of metro stations (ignoring better outcomes for their communities).

I have not seen one journalist, academic or historian put governance, project guidelines, planning practices, lobby and other crony interventions, and futurology together as this suite does; but they could and should understand and support it. As mastheads do in other counties.

The “30-Minute Club” & Cloaks of Invisibility

As 2016 rolled out, it became obvious that the Greater Sydney Commission had failed to be an independent expert between community needs and agency plans. Its program was required, by statute, to be Berejiklian’s plan and no other. It proclaimed a bottom-up District Plan hierarchy ending in the amendment of State Plans, but

- its structure of fixed route, Point A to Point B metro and trams lines was inimical to its proposed non-linear land use outcomes, with high costs and low accessibility
- its methodology had none of the due diligence planning protocols that all reputable city planning enquiries adopt as mentioned above
- its commitment to engagement was of the ineffectual “meaningless consultation” type that was rejected in ResPublica’s classic “Civic Limits” (one of the foundation sources of Creative Reconstruction of NSW Local Governance)

The exchange of correspondence on these matters led to Baird and Turnbull announcing out of the blue that the Commonwealth would inject funds into Sydney transit through a “City Deal” agreement they had signed.

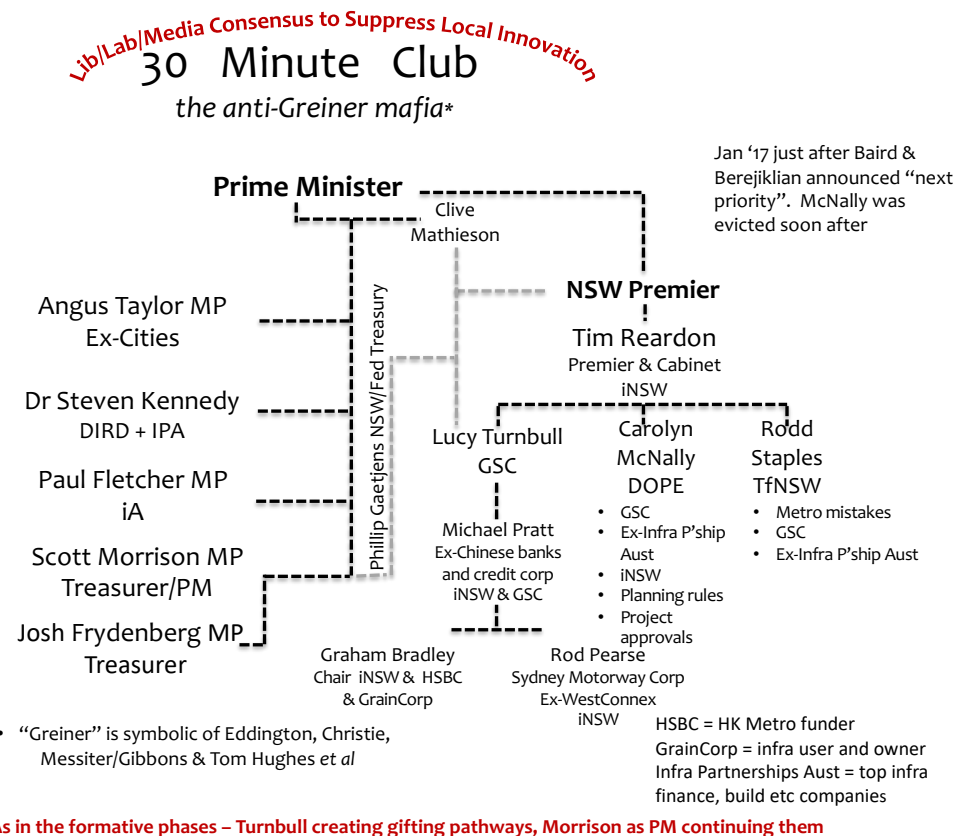
In addition, GSC flagged its re-conceptualisation of Sydney in the form of “Three Cities” and a “30-Minute City”. Both are dissected at sydneyimprovementpolitics.com and www.sydneybetrayals.me.

These were the foundations of a closed “club” in which various schemes and deals were hatched, out of the public gaze.

Baird’s self-inflicted greyhounds and pub early-closing wounds, and GSC’s vulnerability over her District Plans, saw the Feds set up a “cloak of invisibility” which was dubbed the “30-Minute Club”. It manifested through:

- Parramatta tram
- Port Botany track duplication at \$400 million
- WS City Deal with its profound uncostered dysfunctions
- CLARA as \$8 million for a pipedream
- Central Coast Vs Illawarra Faster Trains
- Political appointments.

The Morrison/Turnbull MYEFO of December 2018 and Budget of April 2019 continued the 2016-18 directions that Turnbull had set (<https://sydneybetrayals.me/ws-city-deal-betrayal/>).



The headline act was the \$100 billion, 10-year project pipeline. This was marketed in the context of “busting congestion” and generating prosperity. There were no economic or societal outcomes or performance indicators set. The level of cant had not been deflected by the flood of critical commentary from this analyst and others. The Governor of the Reserve Banks was reported on ABC TV as being satisfied with Treasurer Frydenberg’s exposition, the latter obviously attacking this analyst. Frydenberg and his Treasury chief Gaetjens have not replied to the invitation to provide a reconciliation of their \$100 billion against the contention that a 10 year pipeline as defined would require about \$300 billion to achieve, so that the credibility gap is about \$200 billion. They are in the same position as Berejiklian, they cannot question this analyst’s work as they haven’t done their own numbers.

Transport economists know too well that any pipeline has to have an effective sunset of 10 years, rolling forward, as that is how long it takes significant projects to pass through all of the “pre-planning” and construction phases. The HST Feasibility put just the planning at 10 years. That means that **if a Government is to have credibility, it must arrange for all phases to be done within 10 years.** Underfunding Geelong is a repetition of the mongrel attitude shown to “Morrison’s Backyard”.

This is critically important for Sydney’s 2nd Airport and Aerotropolis, the WS City Deal and Sydney’s containerised freight sufficiency which has been an incredible mess since 2012 and especially under Turnbull. “Congestion busting” is an insult to citizens if the discussion remains in the vapors.

From this culture came the waste that now threatens health budgets within an horizon where increased spending on public health is nearly certain to be needed. GSC became a cipher and was absorbed by Berejiklian into her “Kremlin NSWInc”, with all property planning, negotiation, rule-setting, approvals and deals within Berejiklian’s Citadel. It was a corrupt cycle which enveloped several massive elements, as the graphic shows.

The effects are a major theme in my central reform website - sydneyimprovementpolitics.com.

St Marys Metro undermines Parra CBD and makes no sense re integration with other lines

It took 72 weeks from announcement of the process (at a time Baird was being pounded) to Sunday, 71 of which had led communities and local government believing that the South West link would be the Airport’s connection.

In the last week, #72, that was switched to the North West – without costings, planning and construction timetables, evidence of blunder-testing* against Eddington and Greiner-like protocols, or operational and community impacts.

- * The main one being Nick Greiner’s recommended upgrading of the Main West Line to 40,000 pph and mine that it be extended to give Badgerys the best transit connections of any airport in the world. iA’s protocol is needs analysis, then feasibility of relevant options (preferred, other, small scale, pricing alternatives etc). Then business cases (plural) are to be done on the main alternatives. More on those, later.

Meanwhile, the Premier and PM were refusing to consider options elsewhere that have potential of \$800+ million in Joint Venture yields, the easing of the impact of WestConnex’s extra 20,000 (20%) vehicles per day near Anzac Bridge which is already stressed, and \$billions in savings through more clever matching of infrastructure and land use.

The City Deal as delivered, with iA’s “Future Cities – Planning for Population Growth” repeats Ministerial capriciousness (as fiercely opposed by the Grattan Institute), failures to observe needs analysis and feasibility guidelines, dysfunctional project approaches, and denial of the Prime Minister’s congestion and housing affordability promises. The City Deals lack Constitutional legitimacy in the view of Professor Richard Tomlinson. His views reflected this analyst’s contemporary interventions which forced the Governments into several manoeuvres. The implications extend past the WS region to all of Greater Sydney’s networked transport and logistics systems:

1. Defects in the City Deal outweigh its merits:
 - a. Erratic treatment of local government given that City Deals are supposed to be devolution tools
 - b. Lack of practical dimensions including cost and who pays in the context of embedded refusal to provide rail access on Day 1 and the over-commitment of State sources by some \$80 billion and growing

- c. Capricious *volte face* from SW servicing of the Aerotropolis to NW without explanation, analysis or integration with existing land use and housing plans
 - d. Steadfast exclusion of valid options set in time, space, technology and cost – which exacerbate iA’s findings about continued avoidance of probity protocols and Grattan’s about cost blowouts and “planning negligence”
 - e. Continued lobby-driven infrastructure directions which are substantially deleterious, lack democratic legitimacy including election mandates, and are extremely market-risky (making a repetition of the collapse of Fanny Mae surreally predictable)
 - f. Over-emphasis on the airport’s economic momentum, as WSROC said “
2. Lack of integration of “infrastructure” with the reality of avoidable challenges in freight and port, heavy rail strengthening, equitable taxation and credibility in community engagement
 3. Continued strategic focus on “*the centre*” without integration with regional rail revitalisation and the full Melbourne/Pt Kembla/Eastern Creek/Newcastle/Parkes/Brisbane logistics chain, which is fully criticised in Thinking Logical Logistics II as ignoring the timing of “infrastructure pipelines” and iA’s warnings about neglecting corridor economics
 4. Questionable adaptation of RG’s IP without attribution or permission including “expressnets”, Epping/Parramatta and the Hurstville/ Strathfield/NW orbital, and countering Value Capture
 5. Continued exclusion of community and local government as City Deals are intended to move \$\$\$ from central silos to communities as O’Farrell promised in 2010-11.

Canberra Bubble & Sydney Citadel Tin Soldiers & Party Lapdogs

Up to the election of the O’Farrell Government in 2011, projects were processed through clear planning and Treasury processes. The creation of Infrastructure NSW under Nick Greiner was a signal that Labor’s “stench” would be reversed. iNSW commissioned high-level consultancy scans and suggested a probity path that included a Zero Gate to emphasise commonsense.

Berejiklian was in a comfortable position under O’Farrell and was able to publicly attack the largely apolitical iNSW, leading to Greiner’s departure and an avalanche of stupidity that put Sydney in the world garbage dump. Both Turnbull and the Baird/Berejiklian Governments stacked their guard posts with **political cadres**, eliminating the “*corporate history*” advisory and “*due diligence*” process protections.

Berejiklian personally asserted her ideological rights over Greiner’s iNSW in 2012 through **a series of staccato blunders** that saw mistakes grow “*like Topsy*” into “*hidden in plain view*” corruptions.

At Woodford in 2012, Malcolm Turnbull called for “*less spin in politics, savaged the negativity of public debate and criticised lazy media ...* **It has never been easier to get away with telling lies. It has never been easier to get away with the glib one liner ...**”. Yet that is the **mode de jour**.

Again, the perverse is the case: the **Turnbull/Berejiklian Western Sydney City Deal has weakened Inland Rail and inter-regional commuting** even as massive money is spent on it, because both Ports Kembla and Newcastle will be prevented from accessing it. Increasing congestion is being built into city projects and cost structures.

The Turnbull/Baird/Berejiklian record is now up for evaluation against a long trail of mishaps and controversies, evasion of probity protocols, and inability to properly engage in a democratic manner, all so as to prevent further damage and malicious unfairness. The fusion between them undermines NSW’s future. The evidence is there that Morrison keeps discussions and negotiations behind closed doors. The perception is that decisions are manipulated along political and/or personalised lines. The outcomes are seen to be incompetent and wasteful.

The PM and Deputy PM abused “greenie” farmers and firms who made the mistake of knowing what they were talking about. Such values have been forced through the previously-professional Public Service which now has ideological warriors with no thinking, aka Tin Soldiers, who sit uselessly in advisory and probity roles – excluding wisdom, nous and innovation.

As Sydney journalist Nicole Hasham put it, “... more than a decade of so-called ‘climate wars’ has left a policy paralysis. Driven by short-term interests, power struggles, politicking and blind ideology, the nation’s leaders have fought over and dumped a raft of promising emissions-curbing measures”.

These are truisms in the general media but they don’t connect it with the GSC and iA among others. They don’t understand festering sores and the smashing of intergenerational equity.

Codependency is a broad term for where a person who, in formative years, is subjugated by another/s so that he or she draws approval from, and avoids punishment by, the dominator/s, through submissive attitudes. Jungian – repetition = behaviour = attitudes = values = objectives, progressively. Hubris and narcissism are among the results.

That is a progressive process for young brains which don't fully form until we are in our 20s. Trump's comment, that he is the same as when he was seven years old, is literally possible. Morrison's retreat into his "egosphere spaceship" or bubble could have similar origins with a known dominant father – in my case, it was my mother, I’m not judging. He has long derided the Canberra press gallery, describing them as living inside a “bubble”, as opposed to the “quiet Australians’ who want practical change, he says.

ABC Insiders on 20 October 2019 replayed a speech in Parliament: “I will remain focussed on all those Australians who simply want us to get on with the job”. Previously he had often used the phrasing, “you might think so but I will remain focussed on (the matter he was questioned about)”. Peter Hartcher dubbed Morrison “king of The Bubble”, while ABC journalist Clare Sibthorpe was closest to the mark in December ’18 with

There is a special kind of rage Canberrans reserve for politicians or journalists who equate our city with the Federal Government. And the most recent example of the "Canberra Bubble" has brought the pot to boiling point. It leaves the rest of the city wondering why our entire community keeps being dragged into the reference. Prime Minister Scott Morrison insists he's outside of the "Canberra Bubble" — but many would think that's inflating the truth. Mr Morrison's bubble analogy refers to the insular climate of the Federal Government and the media in the Press Gallery (we think), so it is likely the recently-minted PM finds himself floating quite close to its centre.

Jacqueline Maley has often pondered the “bubble” concept and analysed contexts as in September ‘18:

... this week the veil has been lifted on how much of this lobbying happens behind closed doors, in a non-transparent process that happens in parallel to, but separately from, the official complaints channel. In a time when trust in politicians, and democracy, are in crisis globally, this lack of probity is not just worrying, it's self-sabotagingly stupid.

Nearly half a billion dollars in surprise funding is given to the Barrier Reef Foundation, without any tender process, in a private meeting between the foundation’s chair Anna Marsden, Prime Minister Turnbull, Environment Minister Josh Frydenberg and his departmental secretary.

No wonder politicians get so frothy about us. ... the real decisions are made behind closed doors. You’re not invited inside.

The same symptomology has gone on up to the present but not one journalist has taken the sports rorts and congestion lurks into the context of long-term breakdown of “Treasury Regs” or due diligence. The pimple is seen but not the elephant.

As Mark Rosenberg of Balanced Curve puts the dominant “Club’s groupthink” -

When cohesive groups are making decisions there is a psychological drive for consensus that suppresses disagreement and prevents the investigation of alternatives. It tends to corrupt a team’s decision making ... (while) success can generate a hubris that is *intolerant to all outside opinion, and the team’s **thinking becomes divorced from reality***. The first-line protection against groupthink is (implementing)... *constructive conflict*.

The Dunning-Kruger Effect was described this way in Wikipedia:

The Dunning–Kruger effect is a [cognitive bias](#) wherein *unskilled individuals suffer from [illusory superiority](#), mistakenly assessing their ability to be much higher than is accurate*. This bias is attributed to a [metacognitive](#) inability of the unskilled to recognize their ineptitude. ... [Confucius](#) ("*Real knowledge is to know the extent of one's ignorance*"), [Socrates](#) ("*I know that I know nothing*"), [Bertrand Russell](#) ("*One of the painful things about our time is that those who feel certainty are stupid, and those with any imagination and understanding are filled with doubt and indecision*"), and [Charles Darwin](#) ("*Ignorance more frequently begets confidence than does knowledge*"), knew to not trust motor-mouths

Hubris from Wiki again:

In ancient Athens, the *intentional use of violence to humiliate or degrade*. The word’s connotation changed over time, and hubris came to be defined as overweening presumption that leads a person to disregard the limits on human action in an ordered cosmos. It is para-phrased as “*pride goes before a fall*”.

The most-important discussion of hubris in antiquity is by [Aristotle](#) in his *Rhetoric*:

Hubris consists in doing and saying things that cause shame to the victim... simply for the pleasure of it. Retaliation is not hubris, but revenge.... Young men and the rich are hubristic because they think they are better than other people (Wiki)

It follows that “**elitist de-democratisation**” is taking the policy and ideological distortions of the Alphas in deconstructing the “*rule of law*”, due diligence and Public Interest protections of our inherited Constitutional framework. A special consideration is whether Turnbull pursued his stated values and promises, or did the reverse. The conclusion is reflected in later correspondence but the direction was unquestionably destructive.

George Megalogenis said it started with John Howard.

Tin Soldiers are political appointees (or intimidated captives) in key advisory and surveillance posts whose primary characteristic is unquestioning obedience to the wishes of the ruling elite. They deny information to the community and refuse to consider reforms and initiatives. Primary examples are:

- Ministers and MPs who are bound by Party rules and chose not to represent their electoral commitments to “serve the community”
- Heads of Treasury and Infrastructure agencies including Transport, water, energy and land development
- Boards of such agencies extending across State and Federal jurisdictions
- Embedded lobbyists, journalists and academics

This is a microcosm (albeit significant) of the larger Sydney stench whereby existing areas get too much money and the regions are robbed of the facilities that would help to take pressure off Sydney’s demographic pressure cooker. The Bankstown Metro has a direct cost of some \$20 billion but its consequences might be several magnitudes greater, including closure of major sections if not all of the Bradfield CityRail system, massive construction-period effects and loss of Sydney’s special events capabilities.

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Extensive materials on these themes are at sydneyimprovementpolitics.com.

Nowadays Ministers make policies but have no ability to do so successfully. Professor Peter Shergold's Spann Oration in 2008 ("*The delicate balance between responsiveness to government direction and public service independence is a matter of ongoing public debate*") and Gerry Gleeson's in 2010 ("*There appears to be a lack of capacity in Departments and more importantly across the Government for strategic policy and review. This in turn leads to the excessive use of private consultants*") bear on this observation. That applies to Labor's Albanese who is still pursuing a High Speed Train model which perished in the last Ice Age.

That something profound is broken was agreed when the then Prime Minister Turnbull announced the "Smart Cities" brochure in April 2016, in saying that

... throwing more money at the problem won't solve it. **Change can only be delivered by addressing the policy and regulatory settings** through which cities and infrastructure are

- governed
- planned
- funded
- constructed, and
- operated

Baird's Treasury head, Philip Gaetjens, who has moved from heading the national Treasury to be boss of Prime Minister's and Cabinet, departed just before the Sydney *Morning Herald* passed judgement on the mayhem ("Bonanza" on page 14).

Gaetjens had been PM Howard's ("Tricky John") Treasurer's chief of staff, and therefore knew what honesty is about. Official naïveté produces unstable political cycles and unnecessary community angst, and also inhibits the ability to assess value propositions. Peter Costello had introduced the "Charter of Budget Honesty Bill" with these words:

Mr Speaker, the government believes that the Charter of Budget Honesty Bill 1996 represents a landmark development in the conduct of fiscal policy and reporting of fiscal outcomes. It is the kind of reform which, when enacted, will change: the way in which elections are conducted; the way in which policies are implemented; the way in which future generations are brought into consideration in economic decision making; and our economic policy for the better.

Then Gaetjens arrived at Baird's NSW Treasury and also knew that the Treasury says that

Business cases are a key tool to inform evidence-based investment decisions by government. The objective of developing a robust business case is to ensure resource allocation decisions are well timed, offer value for money, consider and mitigate risks and are consistent with Government priorities and objectives.

Berejiklian was in a comfortable position under O'Farrell and was able to publicly attack the initially apolitical iNSW (except for Moore Wilton and Gaetjens), leading to Greiner's departure and an avalanche of stupidity that put Sydney in the world garbage dump.

Economics has tools for comparing and contrasting options, especially benefit/cost analyses. As in life, bad inputs and missing data mean "garbage in/garbage out". The worst of the bad inputs are ideological obsessions which lead to waste, distortions, untruths and contempt for community opinions. Examples of the lack of option-testing follow.

iA rightly says in its national plans that commonsense should prevail; but all cases show that "needs analyses" are beyond the bounds of political acceptability under this governmental framework. (iA does not seem to bother that they are not done in NSW and the PM has shown no signs of implementing his promise to raise iA's standards.)

Baird's Bradfield Oration told us where his priorities lay when it comes to ideas "*thought up on the back of envelopes*":

The state is buzzing again and that doesn't come by chance. We have key projects that are no longer concepts or blueprints. There are cranes in the sky and shovels in the ground and we are hitting milestones on a regular basis. You don't get that kind of progress without disruption, or headlines, but we will march on and not apologise or

back away. Taking the evolution of the Turnbull/Morrison/Frydenberg junta, and developing the analogy to see if it fits, the Tin Soldier analogy emerged (see chronologies and flow charts)~

- Malcolm Turnbull was the dominant male who said he acted in concert with his wife, Lucy Turnbull, who was conterminously a NSW public servant in the areas that Turnbull was inclined to gift. In their respective areas, both might be regarded as jacks-in-a-box as with Baird and Berejiklian
- Scott Morrison had been a mechanistic Minister for Immigration and became Treasurer, he acted in concert with his chief of staff Philip Gaetjens. Morrison was Abbott's and Turnbull's Tin Soldier, Gaetjens the Paper Doll, maybe
- Josh Frydenberg was Turnbull's Environment Minister who engineered the controversial \$444 million gift to the Great Barrier Reef Foundation, where he was Tin Soldier, leading to fostering Gaetjens and both enacting, without demur, Morrison's extension of Turnbull's [gifting](#), making Josh a second-order Constable Tin Soldier. He was a pivot in Morrison's ascension to PM under torrid circumstances
- Philip Gaetjens was head of the Department of PM & Cabinet, having been Morrison's chief of staff previously in treasury then head of Treasury, and had the National COVID-19 Coordination Commission within his Department, without a Budget line in the Corona Bills brought before Parliament on 23 March (its creation was announced two days later but surely it didn't come out of a brainsnap on the 24th!)
- Stephen Kennedy had moved from being PM Turnbull's special friend when the head of Infrastructure, Mike Mrdak, said publicly that if you wanted to have a good idea killed, send to the PM's - kaput. He was a Morrison favourite so he was moved back, to head up Treasury, where he'd worked before
- Morrison loved a polished presentation coal lump when he was proselytising carbon reliance in Parliament, so John Kunkel, coal polisher, became head of Morrison's office - yes, simple minds. (The Deputy PM's chief of staff also had been a coal lobbyist.)
- Kerry Schott was a perennial insider but notably was on the Board of Infrastructure Partnerships Australia which argued for and iA which approved and NSW Treasury Corp which was owed money from the Moorebank Intermodal Terminal which she chaired. The project started without a logistics plan by then Minister Albanese against the opposition of the local State MP who ended up as personal partner to Mayor of Sutherland Shire and President of the NSW Liberal Party, Kent Johns. She did major energy jobs for the Coalition, with distinguished competence but the four levels of conflict were extraordinary.

Theory held and the high level of uncritical crypto-political support Morrison was receiving suppressed innovation and repair:

1. By the end of July, NCCC had produced no stimulus ideas, a set of school-standard "guides", and controversy about bias to carbon fuels and especially gas which was said to be in surplus supply anyway. It is wholly under the thumb: its line report is to Philip Gaetjens who is directed by PM Morrison (and vice versa). Not only is there no independence, there is no expertise. This is the perfect combination in a system that suppresses all external influences so that El Supremo's every wish is met, whichever is that. The mechanisms can be seen in every context:
2. **Budgeting and distortions in gifting** to cronies and depriving real needs, distortions of due diligence and iNSW and iA, the irrelevance of auditing and corruption bodies, Josh's MYEFO and Budget catastrophes, the gifting to and failures of political appointees, and journalists who have been captured, coached and neutered. This is first because the mid-December MYEFO is critical to the credibility of the Morrison/Frydenberg compact (now corrupted by Josh's manoeuvrings)
3. **Distortions in politics:** psychological misbehaviours, Parties – all of, political appointees, foreign and local lobbies, disempowered communities including farmers and regions, and media including the main corporates
4. **Ignored solutions:** no matching of budgets and politics with real needs, no fixing the future rather than inflicting fat and greasy debts on our grandchildren.
5. **After so many bad experiences, the Turnbull 2018 Budget continued the fiasco with three Sydney howlers totalling over \$3.5 billion.** As Troy Bramston wrote of Menzies, "he had a guiding purpose, espoused a clear philosophy ... and was a clever political strategist.... (which) Subsequent Liberal leaders can never measure up

to". That generation had great public servants as did subsequent governments but only up to about 1995. The Morrison Government has neither. Labor is in the same plight.

The greatest planning blunder in Australian history, the Western Sydney City Deal, came that way via the Turnbull/ Morrison/ Taylor/ Kennedy/ Gaetjens/ Staples silo. It pervades the Coalition's budgetary processes and should not under any logical construct of reality.

Border Malenomics: ensuring health safety & economic continuity

UPDATE:

At time of publication, my efforts to overturn Berejiklian's absurd decision of 21 July succeeded but in a perverse direction. Stage 2 has kicked off with an effort to stop this stupidity.

Tourism - being food and accommodation, and arts and recreation in that near 50% of the economy that is regional - is extremely important in stimulus terms and was so regarded by PM Morrison. He made a small allocation in the first tranche (12 March) and promised a full package on 23 July. What happened has been an almighty mess by Morrison and NSW's Berejiklian, the like of which has rarely been seen in regional development. There is also a false accusation that strategies are driven by political polling: medicine and economics are joined if "planning" is done on the proper basis.

CRITICAL ISSUES

for discussion ©

System defects

- No locational intelligence - ABS had closed its series in 2013, no LG business health survey series. TRA modelling too macro, iD municipal data dependent on Censuses
- Wastrel and incompetent political appointees who must be neutered to stop the monotonic blundering and economic and community hardship
- Political incompetents in ministerial roles, no repairs, Cabinet suppressed
- Politicians rejected medical advice of immediate hospitalisation. NB that worked in Berrigan Shire and is to be pushed hard against political stupidity
- No PPE or hospital preparedness
- No prior war-gaming for border closures and preparation of "SOP"s
- No understanding of fast/scalable/ targetted mechanisms & pricing/ payment options
- No alert warning systems of Corona proximity and no scaling of response
- Childcare was grossly out of scale Vs this analyst's targetted, limited vouchers based on employers' certification (NB latter stolen by Morrison)

Sustainable environment for economic continuity

- Proper State and national plans, formulated on local inputs
- Alert system via smart phone aka bushfire proximity
- Contingency plan in each LGA, linked to central HealthWatch on-line facility - to judge scalability in suburb scale Vs whole regions
- Code for businesses to move between Stage 2 and higher in their site arrangements, more flexibly
- Restore ABS accommodation series or replace via Tourism Research Australia
- LGs to be funded by NCC (from its allocation to polling consultancy) to establish an economic prosperity report, monthly on-line, showing how industry sectors and locales are faring re targetting ongoing stimulus funding streams
- Focus on SME health and not on the Big Businesses on NCC
- Wider range of types of activities to be funded so as to achieve integrated economics i.e. education, energy & IT enterprises (technology and local support) and boat/vehicle servicing & upgradings
- Remove unproductive schemes, projects and regulations, and commit savings to long-term local-area revitalisation

Poor stimulus payment schemes

- Morrison first on 12 March and subsequent tranches - reliant on return of BASs which lack relevant data as well as lagging
- Payment schemes were step then another step (fixed incremental), not scalable
- Too slow - 91 days delays til first payments on 1 May
- Too many exclusions - SMEs told to “get a loan”, then draw down superannuation, casuals (food, arts etc) excluded
- Berejiklian \$10,000 “corner store” scheme was ridiculous in its terms (75%+ of turnover lost), ignorant of facts e.g. wages are c 40% meaning keeping staff on sees the 60% crippling the business. 22 August is worse - see box below

Proper stimulus for enterprises

- Cease interference with business continuity, provide stress and skills supports - **stop pretending there's no problem and REPAIR REPAIR REPAIR**
- Unconditional grants for SMEs for re-staffing, re-opening, re-stocking, re-training & initial market awareness
 - \$100,000 posited previously, now scalable re number of employees up to 50 & \$250,000, repayable if found to be less necessary than claimed
- Local area childcare based on vouchers given to participating centres on a weekly basis, employers' certification
- Clean-out of NCC and iA and strengthening of focussed skill areas

I note that it is now accepted by NCCC that The more we can develop predictable, reasoned and carefully considered closure processes to lock down outbreaks as they occur, then we don't need to fall back to what is an ultimate sledgehammer squashing an ant by closing the border completely” (Power on 21 August '20 in SMH) - but he is the problem as he has picked up that theme from me, not having any background in the matters.

Further more permanent border changes are being discussed Premier-to-Premier on a happenstance basis. That might not be the best outcome, National Cabinet has been defeating Morrison's imperialist propositions and the members should be receiving better briefings than Morrison's cabal is capable of. Berejiklian in particular must be curtailed.

Berejiklian's collapse of the Murray River Victorian “safety zone” from 50 kms to 2 kms on 21 July, overnight and without warning, was grossly incompetent and harmful - 71 employees of one club could not go to work and that club has been closed ever since. One hotel proprietor has a pub on each side of the river and is not allowed to go home or to open the Victorian one. There had been no recent cases on either side of the border as far as Shepparton, where there are cases, but that is controllable from the Victorian side, which has not been mentioned.

Berejiklian cannot answer these questions:

1. What medical evidence was there to show an urgent secretive move was justified?
2. What regulatory impact statement was published in advance, or even since?
3. What medical evidence, based on knowledge of demographics and economics, showed which is the “best” option:
2 kms, 5 kms, 10 or 12kms, 15 kms, 20 kms, 25 kms - what? Given nearest infection is 54 kms from the River.

There has been massive criticism of Berejiklian's political misbehaviour and the escalating spread of the virus in Sydney. She is fighting a minor relaxation of air arrival limits but can do no wrong in the view of her political co-dependent Morrison. This is an intolerable outcome for Australia - she is wrecking borders while he put his poxy ego ahead of a national tourism recovery plan.

Both deserve to be censored and censured.

NB: in late August NSW decided to revert to 50 kms without analysis: it is the least-safe of the above options.

Other immediate-term stimulus schemes were included in the package circulated across Australia, including resurfacing roads and upgrading drainage in tourist recreation parks, and providing hard ware and cost support to families and corporates who have to use Zoom intensively.

Large-scale domestic travel will depend on integrated approaches to road capacity and safety improvements together with vigorous hostelry clusters and associated crafts and arts at strategic nodes. Many country towns have wonderful entrepreneurs doing great work but not on a scale that would re-balance the loss of international trade to the main centres.

Governments have been slow in improving inter-regional roads and their land use strategies have put workers and families on the metro fringes where they congest interurban roads with their commutes. The main metro-political centres are almost Great Walls of China through their congestion and bewildering road networks. They are short on affordable caravan parks.

There are the usual dreamers who will argue that the situation will merit more money on fast and even high speed trains. The sad economic imbalance between extended lead times, long distances, massive costs and low patronage compared with overseas exemplars, and the sick refusal to consider this analyst's Mandurah model, make this an impossible dream. I included a third pensioner supplement, to boost local discretionary spending.

Understanding regions and SMEs together is probably beyond centralised governments, which is the message of UK Localism, but the task is real. Industry lobbies are largely insular and research institutes lacking in practical experience and empiricism around critical issues rather than academic principles. The political systems favour the primary conurbations and cannot "see" the regions. Party HQs have no policy role. The epicurean Tin Soldiers who manage the Federal Ministers are interested in the Blue Mountains or Bright but not Cobram, Bairnsdale or Corowa. Berejiklian and Morrison have flashed bright-light announcements at the media who generally have not realised that SMEs are delayed and badly stayed.

City folk in Melbourne, more so than in Sydney where it does happen, speed off to the regions whenever a long weekend looms. The Murray is one of the largest tourism centres, and connects across central NSW and into Queensland (the Grey Nomad trek). In terms of establishments with 15 rooms or more, the Murray Region alone (113 properties, 3,613 rooms, without adding in the Victorian side) has 3 times more than the whole of the Blue Mountains/Lithgow/Oberon (37 and 1,427), with the same ratio applying to the *tres chic* Bright/Mount Beauty.

The regional reality, along the Murray River, is that towns and camping grounds are full to overflowing with strangers and friends so often that cross- and re-infection rates can be assumed to be real.

Here is a snapshot of March: Morrison's first Corona stimulus package was announced on 12 March, the second on the 22nd. Pubs and clubs in NSW closed on 23 March, the last major trading being on Friday 20 March and Saturday the 21st. On those days, people from Melbourne were freely arriving in my regional town near the Murray River (which is a vigorous domestic tourism and recreational sporting corridor), for toilet paper raids, travel to holiday homes and caravan parks, and making *whoopee*.

On the Friday and Saturday, the public bars in pubs and clubs from Albury to Mildura along the Murray were packed check-to-jowl by strangers enjoying a vigorous social engagement for perhaps the last time for many months. They then returned to shops, churches, shared facilities in van parks and the like, free of care and proud of it.

The Trump and Morrison strategy, to wash their hands of Corona confusion by putting the onus on States and then abusing them, has ironic consequences. The complexities of increased spread of the virus in the countryside, together with thin hospital and testing resources, plus the complexity of contract tracing where so many contacts are casual, will make the States a bit conservative on border crossings at times. The extreme danger associated with poor contact tracing (*given the app has been an abject failure*) is seen in the UK's crisis since Boris Johnson suspended their program.

On 22 August, Berejiklian and her Deputy Barilaro announced “a new \$45 million grant program designed to cushion the economic impacts of the southern border closure... the “Southern Border Small Business Support Grant” is designed to support small businesses doing it tough through the current border restrictions. “Thank you again to the border communities for your patience during this very difficult time,” Ms Berejiklian said.

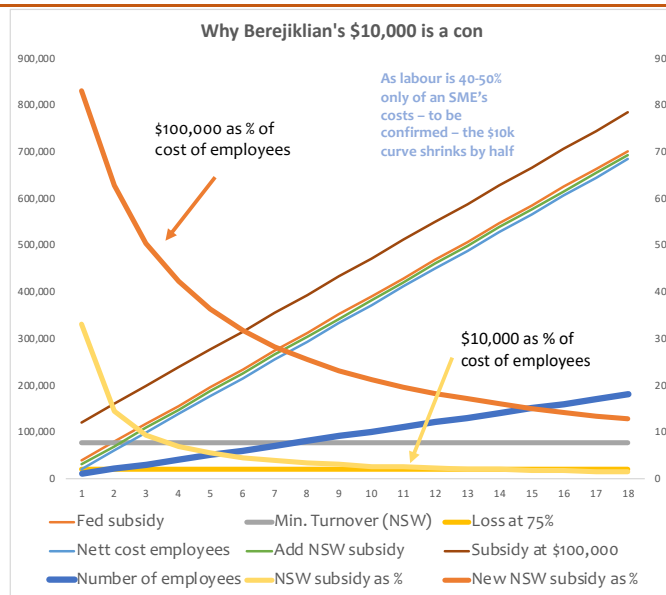
It was not patience, it was anger. The package extends well into inland Nats territory and added insult to injury:

Applications open from 8 September but the closure disaster was from 8 July but especially 21 July, thus 62 days of delay. Money will flow - when? Say a total of 110 days. The Arts ones haven’t even started, that is c 175 days, to mid-December. The housing scheme is just as frustrating.

What will flow - \$5,000 for SMEs with 30 - 75% loss of turnover, maximum of 20 staff; and \$10,000 for loss of 75 - 100% (that is an unlikely proposition)

Will it cause more harm than good - eligible uses exclude stock and labour costs and are confined to “unavoidable expenses such as utilities, as well as to develop marketing and communication materials or to diversify their offerings to help businesses adapt to the new environment”. As in the chart, does the government sector have any idea at all of how insignificant the amounts are in sustainability terms but extravagant in wasting money on marketing when shaking the piggybank? Free access to business advisers is available but not connected to “survival prospects” under the grant approval process.

What to do? For 4 ½ months I’ve been saying that “stimulus” is \$100,000 plus, see above, and that is not just to keep rolling. It includes anticipating the requirements of the “new economy” and is in line with OECD’S guidelines whereas NSW’s scheme is discreditable. **Certainly it is better than nothing unless it induces owners to go over the cliff. There was no justification for the closure so JUST FIX IT - re-open the borders in accordance with medical safety (above).**



The meaning is, the Berejiklian \$10,000 from early April is insignificant at the higher end of employee count, and is insufficient at the lower end. SME cost are dominated by non-labour costs in the Riverina sample tested, being 60%. If SMEs had to stay open to get the \$10k, and remembering that they’d had to lose 75% or more of turnover, those overheads would drive the SMEs into oblivion.

Accommodation and food services account for 12% of the workforce in Berrigan shire, 11% in Echuca to the west, 7.5% in Moira (more rural and easterly) and 5% in Albury (more northerly), so the Murray zone is more vulnerable to travel restrictions than Shepparton and the like. 775 employees in Berrigan and Echuca alone are affected, with 369 in Albury (with many others to include when possible).

Grey Nomads were forgotten in the initial closedowns, and the industry estimates are that some 75,000 were on the roads will make for a degree of uncertainty, perhaps, with possible future, unpredictable closedowns.

Genuine Localism is of use in many contexts including a long-term solution to greyhound racing problems as seen at www.sydneybetrayals.me. I’m not aware of any person in NCCC or national and state governance who understands “local solutions to local problems”,

There is an urgent need to re-open the tourism and food services trades, the Federal Wages subsidy will cover about 30% of business costs so won’t work if businesses

NCCC has been criticised for awarding a whopper PR contract, maybe they should be required to do continuous, clever market surveys of real people at no additional Budget cost, to teach them to not puff up this-or-that mate.

The States have all, without exception, handled local government reform badly. This is seen in NIMBYist attitudes in every council I've approached or managed, even in Victoria. I hold letters to that effect from former WA Premier Colin Barnett and Tasmanian Deputy Premier Bacon, both of whom were commendably honest.

Innovation Districts and city/states as well as genuine Localism are vital elements in overcoming local barriers to innovation. **Can we trust State politicians to overpower their extended chains of internal Party patronage?** – no way.

No State has a sustainable capital cycle that matches its project promises. The decline of due diligence as seen in City Deals is disastrous in so many terms and a deadly distortion of UK Localism which has the opposite intention.

The continued reference to Value or Betterment Capture is an example of wishful thinking: the ACT's system is a form of developer's profit as it is based on leasehold, not on the landowner. It has deferred speculation which is good but cannot be introduced in Sydney's shark-infested home ownership battlefield.

Do not forget that the NSW and Federal Governments have undermined the Newcastle, Wollongong, South West and Western Sydney, and Inland Rail corridors through poor decisions and particularly the Turnbull/Kennedy planning idiocy, the WS City Deal.

The contamination of national "due diligence" protocols has produced unprecedented waste and inefficiency as documented at sydneyimprovementpolitics.com and www.sydneynetrayals.me as well as at www.thinkinglogicallogistics.info in relation to the Calfas Panel, the anti-competitive "Botany Club" and the intensification of truck movements through the blasé PM's "Backyard".

The resumption of cross-regional travel from 1 June showed the Australian propensity to greet long-lost mates with embraces and close communications. While spacing might apply in hotels and clubs, it cannot in parks, carparks, caravan parks or shopping mainstreets. They are the danger zones now and they cannot be properly policed.

This is a realpolitik scan of the issues that the mainstream media are not even aware of, driven by the real fear that the regional, grey nomad and retirement populations will harbour "disease and deaths" well past the "herd immunity" levels of tolerance in the cities. Is there such a thing in towns of 3,000 and fewer, with high levels of spatial interaction between them and randomly back to the cities?

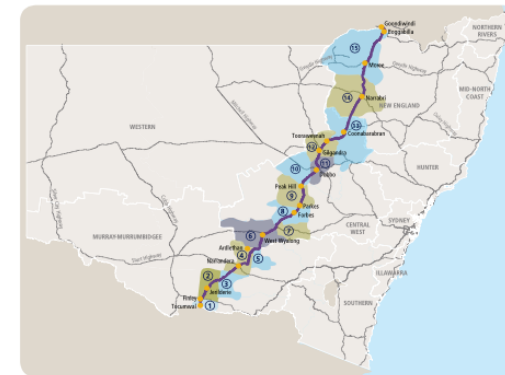
"Feeding the chooks" in the councils, industry lobbies and media means them swallowing the tripe that Berejiklian uses to distract them. None think issues through in advance, not collecting data, doing analyses and listening to the best people.

And so it happens again and again.

fold permanently. Test and more testing where no testing is the rule has to become true reform.

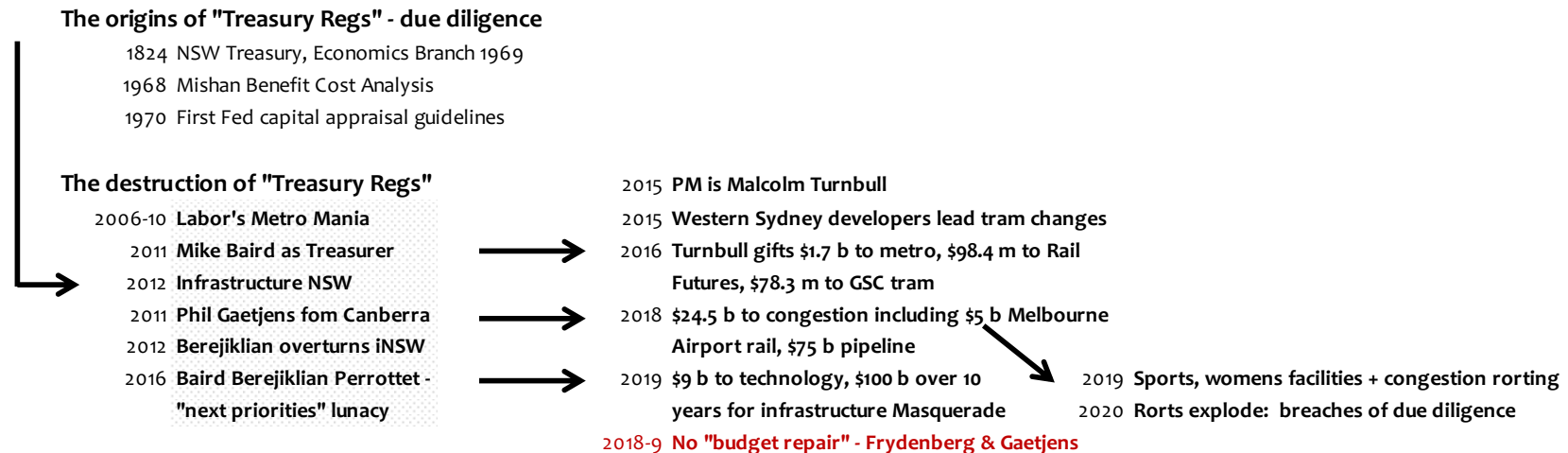
There is a high crossover due to the Newell Highway being a major link between Melbourne and Queensland:

Figure 3.1 Locality map of the Newell Highway Corridor



Backwards Evolution – 2020 to 2016 to 2010 to 2006

Today's crisis can be traced back to specific timeframes, people and events. Future success depends on going back to the great days of nation-building. The destruction of "due diligence" arguably started in 1995 with the release of Bruce Baird's Integrated Transport Strategy; and worsened under Labor up to Berejiklian's betrayal in June 2012:



NSW is led by the most destructive politician in its history, in my view, but she said in January 2017,

*People want to be heard — not just at elections but at all times... I want to make it clear that should I be given the high honour today, as premier I will work hard for everyone, **listening to everyone and governing for everyone** I feel we're in a process — (like) governments around the world — of adapting to a different set of expectations from the community*

Gladys Berejiklian in *Daily Telegraph*, 23 Jan '17

Another way is more thematic, showing waste, service gaps (with the map following) and consequences of IP theft which are the continuation of waste and the loss of benefits from the "win-win" offers:

The Coalition Governments started with hope but sank into deceit, incompetence, waste & abuse of Menzies values

WASTE

\$100 million to buddies for a brochure
 \$4 billion to move an intersection 1 km
 Inland Rail strategy
 Freight & Ports conspiracy
 Dumping Greiner and all better options
 Wasting poles & wires windfalls and driving-up debt by 777% in 4 years in NSW
 Some 50% of the \$100 billion over 10 years
 Lost time and benefits in cities & regions through poor project choices (malice towards Goanna), awful pre-planning and mismanagement of contracts, trees, mainstreets and communities
 Ignoring c \$1 billion return on the Sydney CBD & innerwest traffic oases and Goanna Transit Bridge - emulated across the nation if permission obtained

Overview of Issues

GAPS

Freeways clogged with fringe commuters, innerwest by WestConnex design disaster
 Rail links to Brisbane, Melbourne, Wollongong, Sydney and Newcastle Ports
 Geelong & Gippsland, St George & Sutherland (Morrison's Backyard)
 Northern Beaches & innerwest (expressnets & Goanna)
 Beach congestion zones
 Tourism district revitalisation template (Revive Blue Mountains)
 Localism framework to revitalise communities and develop a willingness-to-pay culture

Restore Eddington & Greiner

THEFT

GSC strategic direction, Calfas and IA repute, %'000s million and repute savings on Bankstown Line, Beaches BRT etc
 - DENYING FUNDS TO
 Save the Children, Salvos etc
 Institute to remember forgotten heroes of our regions
 Demonstration fire- and storm-proof homes which are cheaper than conventional
 Tim Fischer Train
 Decency & religious observance
 Redress - suasion means consequences - *hurting back*

Public engagement on innovation

Depressing silo thinking, corrupted networks and growing urban disadvantage mean loss of the Menzies / Overall / Coombs nation-building spirit

From EDDINGTON BEDROCK: from Christie to Greiner to Gibbons ©:

The Askin Government established a top-level interdepartmental committee called CUMPTAC then TRANSAC which was continued by Wran Unsworth and then called-for by Bruce Baird in 1995. This writer was its Secretary in the early 1980s. There was no industry or lobby representation and all interactions were proper and public. The system worked really well – and both Transport and Planning had higher productivity and lower costs than today’s mega-agencies. The Minister for Transport, Peter Cox, had no Labor identities or even Party members on his personal staff. (That is the complete opposite of today’s mess, see (4) below.)

Now, there is a moving feast of extremely expensive mishaps called WestConnex and Metros which even iA has reported would have been cheaper and less contentious if pre-planning had been done better. In fact, not one of these “biggest projects in Australia” went through accepted processes including those explained in the Commission of Audit’s reports. The signal characteristic of post-1995 transport decision-making is avoidance of fiduciary and probity discipline.

From Bruce Baird's 2 freeways, Airport Link ("Ghost Train") and innerwest tram (saved by Hawke's Labor) in 1995, through Carr's and subsequent other unprofessional treatments and into the BOF/Baird/Berejiklian administrations, good options were ignored and highly ideological and conflicted-interest strategies were implemented with some brutality. Investors have lost through failed PPPs and missed opportunities.

Jim Steer's investigation of the NW Metro, SGS's and iA's of WestConnex, and iA and mine of the Metros, indicate that high probability of each of the Government's projects being exposed as economically damaging.

There would be time and money savings through Eddington Bedrock: from Christie to Greiner to Gibbons, especially if used to augment and improve the utility and profitability of the MTR approach. (MTR has been informed of the potential.) The following might be seen to be contentious but the Government has not done the sums to disprove or correct, so *experience trumps populism!*

The OECD's and NYT's surveys take the superficiality of Australia's status, without checking the integrity of major elements such as population balancing, meeting accepted hurdles in infrastructure pipeline planning, the mood of cynicism versus confidence, and due diligence Vs petticoat politics. The OECD's and IMF's emphasis on cleaning up waste and stupidly is a proper dimension that overpowers Australia but does not appear in their evidentiary scans and ratings.

The Turnbull/Morrison corruption of planning frameworks includes the counterattack by this analyst to simply be heard on plagiarism let alone being ignored on the better advice than the PM gets from his political lackeys.

If ridding the State of the Rail Union was the real objective, that cost should not be inflicted on taxpayers without any semblance of mandate – in fact, as a political issue, it should be borne by the Coalition Parties.

The Bays situation shows systemic incompetence especially compared with the Ministry of Transport's achievements in closing the Darling Harbour goods yards and commencing pedestrianisation with just one project officer!

The PM and Baird/Stokes made promises that TfNSW frustrated – and Baird and Berejiklian exacerbated that by ignoring the Goanna package. Google's departure will resound around the world as a sign that Sydney is a dangerous place to do business in.

It has got to the point, with the Peninsula/Spit and Bays "decisions", that there can be no expectation that the waste of privatisation windfalls will cease. Labor's mistakes are being repeated without rhyme or reason.

When the newer Metro decisions were made, in 2012, the then head of Treasury's 2011 warnings were still ringing – *"The budget is in such disarray that NSW is at risk of becoming a begging state, taking GST handouts from other states to survive.... Put simply, a budget deficit that the state is not funding its operating costs from current revenue and that is the projected situation over the next four years if corrective actions are not taken."*

Careful planning of spending was needed. Remember what Berejiklian's very good friend Barry O'Farrell said, *"No boardroom, or CEO in the private sector would be permitted to get away with such incompetence"*. He also said, *"We will put an end to the stench that has surrounded [decision-making] for more than a decade during which [ideas] were drawn up on the back on envelopes before media conferences ...not ... the actual needs of the taxpayers, citizens and our economy"*.

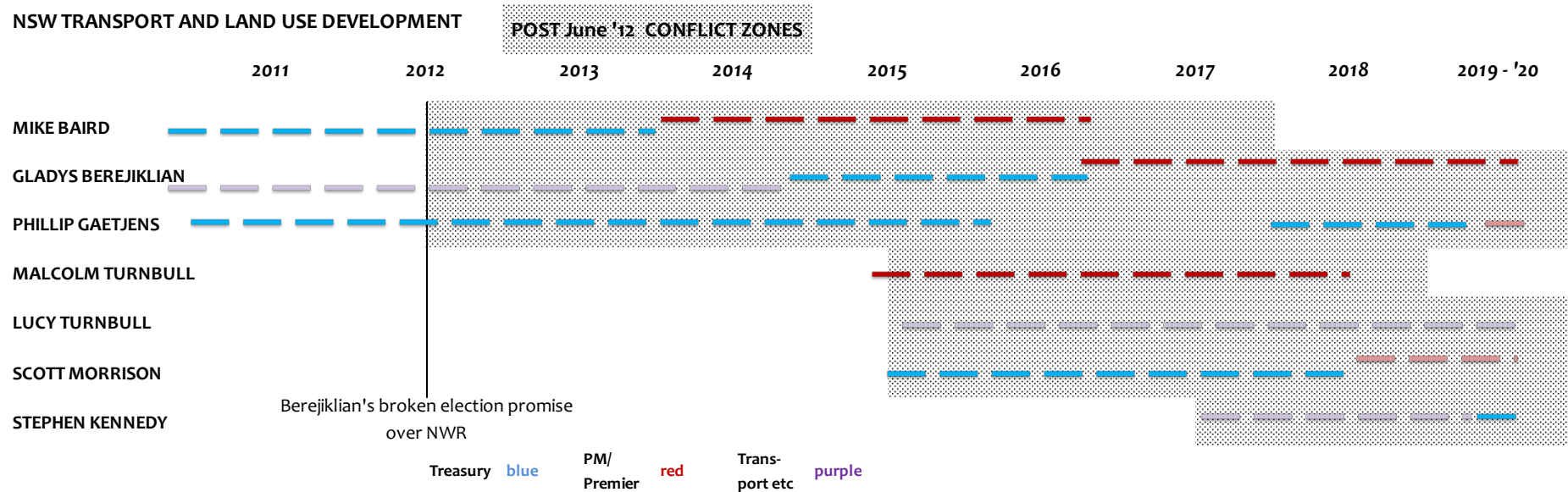
Or as Jeff Kennett put it in 2010, talking of course about Labor's Metro lunacy and crew,

"A new government must be elected to end - once and for all – the poisonous culture of self-interest that exists among the majority of personnel that make up the current government"

Memories fade which is a reason to look at chronologies. Diagrammatically, the interwoven methodological failures which are leading to the long-term degradation of urban and regional economies as well as Health and Education Budgets looked like these two illustrations ~

There is a characteristic fumbling by the current generation of government officials. Groupthink psychology says that that fumbling will continue until there is an exogenous shock. That stakeholder timeline, which is reinforced through Party officials and affiliated journalists, is:

FEDERAL AND STATE ADMINISTRATIONS AFFECTING NSW TRANSPORT AND LAND USE DEVELOPMENT



All but 1 are still in the ring. None have changed their behaviours. The damage caused by several of them exceeds \$50 billion each in my calculation.

The debate over due diligence Vs demagoguery raged from about 2006 to Greiner's appointment in 2011 and his demise in 2012. Baird's ascension blew away most of the critical faculties of Sydney's highbrow journalism. Many of the most prominent journalists in Australia have been saying that for years but the tone has gone past indignant.

The full books on Malenomics have full timeflows and charts which would be too detailed for her. Much can be found on sydneyimprovementpolitics.com. Frydenberg's rotations on stimulus were traced contemporaneously at <https://sydneyimprovementpolitics.com/josh-myefo-blues> and nearby successive pages.

Theme 1 – Rorts

“Stimulus” started in the 2018 Turnbull/Morrison Budget as a “\$100 billion over 10 years” pipeline. That was erroneous under forensic examination, being largely consultant gravy trains of pseudo-promises, and was not delivered by an inept Minister for Such Matters, the Deputy PM, Michael McCormack. One of the advocates was the Governor of the Reserve Bank, Phil Lowe, a macroeconomist, who had been making such suspect statements on the topic for about 6 years. Treasurer Frydenberg inveigled him onto national TV to “certify” the bucket’s provenance.

That was an attitude as such as a process.

News exploded in January 2020 that the PM’s Office had been involved in a political scandal over the Sports Commission’s allocation of grants through a public process from 2019.

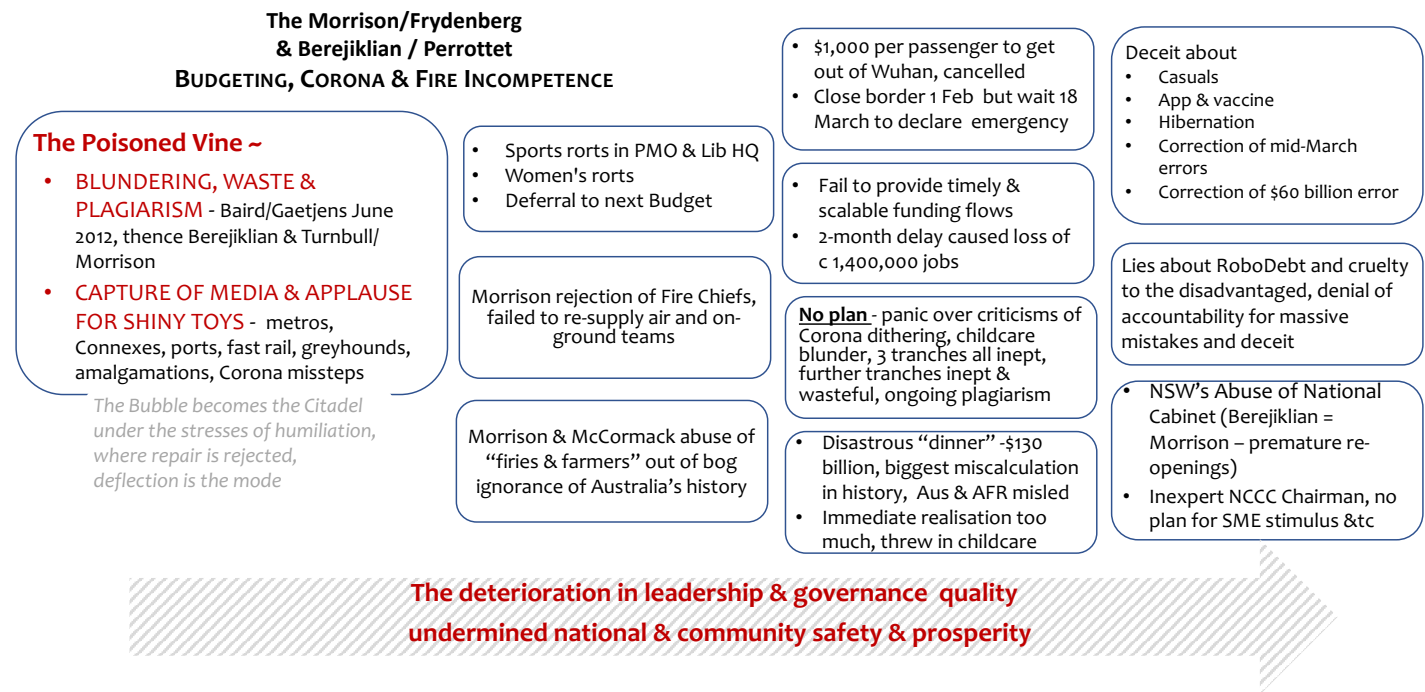
The intent of “busting congestion” has been given up as a lost cause and the imminent collapses of the two biggest infrastructure projects, the Sydney Metro and WestConnex, are being ignored, especially through the rejection of this analyst’s 10-years-waiting CBD Traffic Oasis, Goanna Transit Bridge and Fireworks Tower, plus c 16,000 dwellings and two “expressnets” to relieve congestion over a swarth of suburbs. Berejiklian has been undermining that scheme in every way she can – without any care for principles and community.

Similarly, the rorts have not been “repaired”, we’ll see what happens on the Budget with the sports groups who were defenestrated by the PM’s office.

The scandal was, the Office dumped many “approved” recipients, and put in applications to Ministers’ and MsP’s areas, and even groups that had not put in applications yet. These were said to be “rorts” as had been the case in historical precedents. (In fact the current Speaker, Tony Smith, led the attack on Labor’s biggie, 25 years before.)

The PM denied involvement but leaked material led to accusations that the Government’s leader in the Senate, Bridget McKenzie, the Sports Minister, had misbehaved.

Coloured spreadsheets were flying around in varying editions, with different dates. The PM washed his hands of blame as is his usual wont and she departed, now reported as seeking political change.



Then another scandal, even bigger, blew up about women's sports facilities, same problem.

The real dynamic is sloppiness and distortion in current budgetary and related matters.

Theme 2 – Bushfires

On 29 December '19, The Age revealed that PM Morrison had made another characteristic "captain's call" -

1. fluffy on detail,
2. internally inconsistent and
3. calling-on voices from The Bubble

exampled by

- *volunteer firefighters in NSW who work for private businesses will be eligible for up to \$6000*
- *the arrangement with NSW was borne of "direct consultation" with the NSW government and the RFS**
- *the new initiative, a joint undertaking with the NSW government, should not set a precedent for permanent payments [but]*
- *other states and territories could apply for similar support*
- *While I know RFS volunteers don't seek payment for their service, I don't want to see volunteers or families unable to pay bills*
- *This is not about paying volunteers*
- *Funding for the scheme is not capped.*
- *Mr Morrison said expenditure would be determined by demand, and that volunteers who are most affected by extended periods of time away from work would be the highest priority to receive funding. Payments will be administered by the NSW government.*

** This is about the fourth time Morrison has verbalised "fire chiefs", the NSW RFS Commissioner having been reported 5 days before as saying he "rejected calls for his members to be compensated for their work in the ongoing bushfire crisis, saying it would undermine the spirit of volunteerism underpinning the RFS. Don't do the volunteers a disservice by suggesting that you're going to pay them, because then they're no longer volunteers and that's absolutely the sentiment that I'm getting loud and clear everywhere I go," Mr Fitzsimmons said in response to calls from Labor...*

Who is telling the porkies this time! The sloppiness in detail matches that of the earlier announcement of 100 Gl of water released from South Australia, the profligate water-waster, for Vic and NSW farmers - try to find the details on that! Looks like, smells like ---- Treasury Trickery.

The readers of the WashPost and NY Times have seen horrific images of koalas running away from demonic conflagrations. They have seen the burnt and teary faces of the bravest souls on earth, firefighters and bush residents, who love their bush places with passion. They have seen "yabba dabba do" from politicians. Koalas hit the news headlines for different reasons when the cameras aren't rolling, as will be explained. The main threat is loss of [habitat](#) which is a Government failure.

With the majority of Australians nodding furiously but with the PM wafting between "let's make love" consensus and "farmers are greenies" aggression, blame and facts are laying-open the entrails of a bewildered Administration. These links reflect my determination to do better: <https://sydneyimprovementpolitics.com/bushfire-risks> and <https://stimulus-stupidity.com/fires%2C-rorts-%26-anarchy>. The illustrations are in that order:

ALL HAVE THE SAME CAUSE/SOURCE

I lived in the Victorian/NSW High Country for a long period, as previously visited. In Corryong I experienced 32 consecutive days of over 38 degrees (104 F), as nature was preparing the fireground for the next mayhem.

Political attitudes that will impede any and all recommendations.

This is a sample of correspondence (marked copyright) to the PM and Ministers, on 30 March '20:

The Morrison Government's climate agenda is to hide real trends, pretend that credits from past programs can be applied which they can't, and push corporate solar, wind and geothermal manufacturers and operators as though their own cycle of resource usage and emissions won't be significant.

There are many good elements but nowhere will a citizen find the benefits from re-engaging the people of our First Nation and employing them in their traditional landcare forest management model.

The Blue Mountains, Victorian High Country, East through to West Gippsland, SA and Tasmania, and the coastal forests of NSW and Queensland, might each need 5 to 10 teams of 100, to have 7 x 3-week cycles, 2 on and 1 off, moving from tranche to tranche as they decide.

The Royal Commission has reported but the start of an indigenous-style of landcare risk reduction has gone nowhere yet, with the next fire season looming. The PM's dithering might have direct and extremely unfortunate consequences. At least some new equipment is about to be ordered!?!

The oft-burnt-out people of Tathra in southern NSW are still waiting for promises to be kept from the last fires.

At least Trump admits he hasn't changed since he was 6, Morrison is still faced with the challenge of not blaming others and hiding behind Tin Soldiers when he is criticised. As a tweet of mine from 26 August said, "Close borders so hard businesses fail overnight, ignore complaints and "hope for review in 3 mths, then reverse-smash and crow. All they needed to do was nothing, is that too hard? But! Repair is not running away. Reopen those businesses = "stimulus"."

PM Morrison leapt over his own world record for flippery-floppery, again over his bushfires embarrassment. The fires have become a metaphor of Turnbull/Morrison's style:

- confusion in values and processes as opposed to "democracy" and "due process"
- abuse as opposed to calm negotiation
- ignored warnings as opposed to past, wiser governments
- Cabinet timidity as opposed to collegiate decision-making
- alienation of communities against appeasement of lobbies and factions - as Greiner said, "all a bit arse-about"
- thieving of [IP](#)* and lies as opposed to Menzies and all PMs - Labor and Coalition - up to Turnbull.

Managerial anarchy kills due diligence & democracy

It is not amusing to recall that George [Megalogenis](#) agreed with the themes of <https://sydneybetrayals.me/>- as far back as October '12!

THERE is an economic slur from the 1970s that has returned to haunt us: crowding out. In the decade of stagflation, it described the over-reach of Gough Whitlam, when the federal government choked national activity by getting too big too quickly at the expense of the private sector.

This time, the crowding out is occurring at two related levels.

1. *(Labor and) future administrations on the centre-left and centre-right (will have) to squeeze all other spending that doesn't fit with the 21st-century programs on broadband, schools funding and disability insurance.*
2. *And the reform process increasingly is being driven by ministerial offices that have usurped the old policy advice role of the bureaucracy.*

John Howard started the process of politically targeted spending and a politicised public service in 1996. Labor has merely adapted his regime to its ends....

He quoted Professor Deborah Cobb-Clark:

"Enormous amounts of money are being poured into a couple of things, then other things are being shrunk and I can't see any evaluations, or no evidence necessarily that you ought to be doing one thing or the other. I'm not even aware of public debate on this, or what the process even would be for having this conversation."

And so go Morrison and Berejiklian on their madcap metro, connex, tram, port monopoly and fast rail/Inland Rail absurdities, wasting \$40 billion in Sydney alone. So it was Howard who started the rorts!

Theme 3 - \$100 billion over 10 years & RBA blues

Past poor practice is being repeated already, with Ministerial interference and journalistic naivete aplenty e.g. Shane Wright, *Infrastructure rebuild to form part of post-virus recovery plan* (SMH May 7 '20):

Treasurer Josh Frydenberg has pushed back the federal budget, expected to show a deficit of more than \$60 billion ... He and senior ministers are working on a pandemic economic recovery plan that will include policy reforms. (He) said infrastructure will have to be a major element of that plan, as it will provide a near-term boost to the jobs market. He said on top of the government's existing 10-year infrastructure program there would be strong demand for new projects to help employ people who may have lost their jobs in other sectors "[It] includes infrastructure spending, keeping that 10-year, \$100 billion pipeline [of works] going because we've got to pick up that aggregate demand that may have fallen in other areas," he said.

- Political confusion and variability, no “plan”, excessive delays in adjustments, clumsy mechanisms
- Engineering crises in WestConnex and Metro – Australia’s “biggest projects” and least sustainable, the Western Sydney City Plan is destructive
- Budgets prevent spending on sooner, cheaper and more effective “options” (cf Eddington in Melbourne and Greiner in Sydney)
- Lack of “balance” between cities & regions, “imbalance” in infrastructure spending, high regional impacts
- Excessive reliance on debt, projects have extremely low “revenue cover” (les than 5% in the Metros) and low to negative benefit/cost ratios
- Projects are poorly planned: high levels of waste and cost overruns, they produce more congestion not less

Worse, on 21 August '20 David Crowe showed in “States urged to spend another \$40b in Reserve Bank call on jobs” that Nine journalists were not following reality:

Australia's two biggest states appear ready to lift their spending on infrastructure after Reserve Bank governor Philip Lowe asked premiers to commit another \$40 billion to major projects in a two-year spending surge.

NSW Premier Gladys Berejiklian said she was "always looking to do more" on construction and Victorian Treasurer Tim Pallas said he was considering "what else we can bring forward" to add to the existing pipeline of road, rail and other projects.

The comments heighten the chances of extra spending to save jobs by fast-tracking new construction as well as maintenance and upgrades to public infrastructure, spreading the work across the states.

Dr Lowe put the proposal to a national cabinet meeting on Friday where Prime Minister Scott Morrison strongly backed the idea of the states doing more to lift the country out of recession.

The plan, which took some state and territory leaders by surprise, would require states to almost double the \$48 billion they were previously planning to spend on major projects over the next two years.

"Don't expect the states and territories to be making announcements tomorrow morning," he said. "That will need to be done in a careful and purposeful way, in a

way that builds and works on existing programs to get the maximum efficiency, that extends capital programs that are already in place.

"The debt that will be required to fund that is one that the Reserve Bank governor

has said can be absorbed by the states and territories with their existing areas of exposure. And I would support that view."

While Ms Berejiklian did not commit more funds immediately, the NSW Premier indicated she was willing to act on the RBA's call.

"We are always looking to do more, especially in productive areas like transport, schools, and health that can significantly boost jobs," she said.

Mr Morrison said the states were in a position to raise more debt at low interest rates to act on the RBA's call.

"There is an opportunity to do that, but the expenditure, of course, needs to be

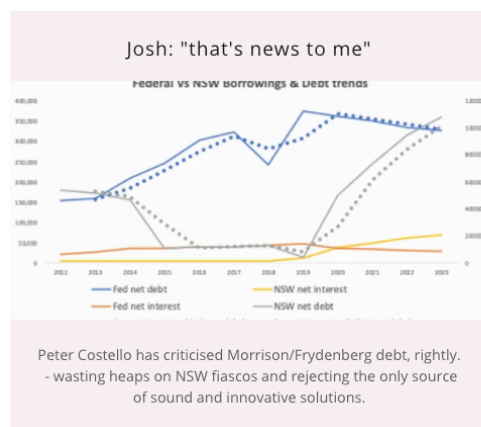
Mr Morrison said Dr Lowe named energy, transport, housing and schools as some of the target areas for spending, saying this could go towards infrastructure as well as training and other programs.

The Prime Minister said the proposal was to invest about 2 per cent of GDP, which was equivalent to \$40 billion, over two years. It would be a temporary boost, not a permanent increase in spending.

purposeful, it needs to be targeted, it needs to go where it's going to have the best effect," he said. "We had a very good discussion about that, about how state

governments can be supporting local governments with their works, their measures, particularly as they reach out beyond metropolitan areas to regional areas as well."

That is not how infrastructure happens in an effective economy, and it must be called-out when the cauldron is bubbling as the PM desperately looks for another headline. As said, Josh was tracked as he moved through his gyrations, the point here being that financial reality does not match up with grandiose promises:



The offensive provisions

MYEFO used strong words but lacked substance. Who could disagree with this (except "put pressure"evades the following flaws):

- *Population growth in recent years has put pressure on our big cities, even as a number of our regional areas and smaller cities call for more people to grow their communities and fill critical skills gaps. The Government is committed to improving the quality of life for all Australians. This includes maintaining our economic prosperity but also focusing on supporting necessary infrastructure, services and social cohesion.*

The Federal “\$100 billion over 10 years” pipeline is under-funded by c \$196 billion, with up to \$56 billions of “waste” (plus double-counting which is hidden), so it's not \$100 billion. The Feds’ fusion with Baird/Berejiklian means that both levels have to be considered on the national stage, for example regarding the distribution of population growth and immigration, ports and freight, Inland Rail and high speed trains, as well as budget grants affecting the City versus The Bush.

The Coalition ranks are allowing even **more waste, poor options** and **unnecessarily-high taxes** to be inflicted on the current and future generations, as they refuse to learn from their mistakes.

Successive Treasurers at the Federal level, Scott Morrison (now PM) and Josh Frydenberg, and at the NSW level, Mike Baird, Andrew Constance, Gladys Berejiklian and Dominic Perrottet, subverted Treasuries’ traditional custodial duties so they became part of the Hong Kong spruiker brigade. Those wastrels would prefer to forget that in 2008, NSW Labor’s Mike Costa showed them the proper way, especially as his two Premiers were also in freefall.

The headline act was the \$100 billion, 10-year project pipeline. This was marketed in the context of “busting congestion” and generating prosperity. There were no economic or societal outcomes or performance indicators set. The level of cant had not been deflected by the flood of critical commentary from this analyst and others.

The Governor of the Reserve Banks was reported on ABC TV as being satisfied with Treasurer Frydenberg’s exposition, the latter obviously attacking this analyst. Frydenberg and his Treasury chief Gaetjens have not replied to the invitation to provide a reconciliation of their \$100 billion against the contention that a 10 year pipeline as defined would require about \$300 billion to achieve, so that the credibility gap is about \$200 billion. They are in the same position as Berejiklian, they cannot question this analyst’s work as they haven’t done their own numbers.

Transport economists know too well that any **pipeline** has to have an effective sunset of 10 years, rolling forward, as that is how long it takes significant projects to pass through all of the “pre-planning” and construction phases. The HST Feasibility put just the planning at 10 years. That means that if a Government is to have credibility, it must arrange for all phases to be done within 10 years. Underfunding Geelong is a repetition of the mongrel attitude shown to “Morrison’s Backyard”.

This is critically important for Sydney’s 2nd Airport and Aerotropolis, the WS City Deal and Sydney’s containerised freight sufficiency which has been an incredible mess since 2012 and especially under Turnbull. “Congestion busting” is an insult to citizens if the discussion remains in the vapors.

An indirect, not necessarily so-lobby-driven, distortion arises when Governments develop proprietorial interests in the assets that their agencies “own” and act in their interests rather than those of the real owners, the community.

A definitive case was when the Metro was trying to unravel its “back of the envelope” mess from pushing the Second Harbour Crossing out of priority order, Planning Minister Stokes determined the placement of a station in Green Square to support his own agency’s plans, rather than near Sydney Uni. UGNSW was trying to maximise the yield on its Green Square portfolio – cf public statements by its chairman John Brogden - and the new station would “add value”.

Neither location made any great sense except that the Metro had to go somewhere! Stokes, the agencies and the Uni rejected this analyst’s “expressnet” alternative for locational accessibility in both Green Square, linking with the two existing stations, and from Broadway across the Uni to Redfern Station which is being somewhat upgraded but which is a major interchange.

Project	Allocation	Nominal short \$ b	Nominal waste \$ b	Implications
G’long fast rail	\$50 m	\$19.95 b	\$2 b	\$2 b over X years cf Berejiklian’s decade of betrayals in PM Morrison’s St George
Metro to Nancy-Bird Walton Airport by 2026	\$3.5 b	\$25 b	\$3.5 b	Cancel OR add 3 Ports + Greiner/Christie/Gibbons Fast Rail and freight plan cf sydneyimprovementpolitics.com
Ditto	\$5.3 b		\$2 b	Roads are justified, double-counting?
Inland Rail on repay basis – ongoing	\$9.3 b	Nancy-Bird + Campbelltown -Kembla at c \$15 b	Same as Nancy- Bird + W Metro = \$45 b	No valid business case, CSIRO “feasibility” inappropriate but only benefits of \$70 m p.a. (1/133th of the capital recurring cost only – no operational costs). Should have been planned & staged cf sydneyimprovementpolitics.com
Urban Congestion Fund to \$4 billion	\$4.0 b		Increased prices = \$500 m	Commuter carparks of \$500 m which is about one train equivalent in each of 5 locations Vs Budget’s “taking tens of thousands of cars off our major roads per day” = bullshit
Road safety	\$2.2 b		As above	\$1.1 b for councils. No plan, resourcing or benefits/costs
City Deals – 7 locations and rising	\$5.7 billion	See Nancy-Bird & freight etc	See Nancy-Bird	\$50 m for consultants to write a St Marys PR brochure cf www.thinkinglogicallogistics.info & sydneyimprovementpolitics.com
Snowy 2.0	\$1.4 b			This deal was a bit suspect as PM Turnbull was in energy trouble and Baird/Berejiklian promised-too-much, means all too neat and convenient
Marinus cable feasibility	\$56 m			Another consultants’ goldmine?
Better regions	\$200 m			Whole program is biased towards council manipulation instead of focussing on SME revival

Regional phone connectivity	\$220 m			Unclear where NBN and Telstra come in as they are doing that work
Tourism	\$543 m		\$1 m	Forgotten to do a strategic needs analysis cf Revive Blue Mountains
Women in sport	\$150 m			
Drought*	\$6.3 b			62% in Future Drought Fund and \$300 m in grants in Nth Queensland
Business cases for 5 fast rail + 3 existing	\$40 m	Say 3 x \$12 b each = \$36 b	\$40 m	Xmas feast for consultants, “20 year fast rail plan”, NSW wasting money on own 5 routes + 13 where none are likely to be built = bullshit
Strategic roads	\$1 b		\$500 m	Existing \$3.5 b counted in. No strategic direction cf 2008 Nth Beaches BRT strategy

The \$100 billion comprises a bucket of previously announced projects such as \$10 billion on Inland Rail and \$5.2 billion to Badgerys Airport, both being off-Budget. As Mark Ludlow of the AFR commented, this “could create a fiscal timebomb for future governments if the projects do not deliver commercial returns and the equity investment has to be moved back onto budget”. Inland Rail is a real worry as its economic case has been destroyed by the Western Sydney Metro (below).

The large amounts going to congestion works will cause construction-related congestion, if not longer-term through induced demand increases, and create resource cost increases by stretching construction capabilities across the country. The Government has not acknowledged or calculated these effects even though they were debated during PM Rudd’s GFC programs. Developments included

- The promise of a fast train from Melbourne to Geelong - stated to be \$2 billion, receives just \$50 million over three years, and is said by the Victorian Government to be really \$20 billion.
- \$3.5 billion goes to a Western Sydney metro that will cost no less than \$20 billion, and indeed an extra \$20 billion and more if alternative rail freight lines have to be built as a consequence of putting metro trains across the plains.

And that’s the begging end of the greatest planning blunder in Australian history – which Frydenberg and Gaetjens refused to “repair” or even discuss at MYEFO time.

The PM gave nothing to Berejiklian’s broken promises in his own electorate, primarily the deferral of the Gateways and F6 which would reduce truck impacts. Nor did he fund Berejiklian’s incredible 5 fast train routes but did put \$40 million in for detailed assessments of five fast rail corridors from Sydney to Wollongong, Sydney to Parkes (via Bathurst and Orange), Melbourne to Albury Wodonga (duplicating CLARA?), Melbourne to Traralgon, and Brisbane to the Gold Coast. There would be no change from \$100 billion and none or just three will happen.

In Sir Rod Eddington’s words in London,

There are good returns across the priority areas, but smaller projects which unblock pinch-points, variable infrastructure schemes to support public transport in urban areas and international gateway surface access projects are likely to offer the very highest returns, sometimes higher than £10 for every pound spent. However, large projects with speculative benefits and relying on untested technology, are unlikely to generate attractive returns.

The policy process needs to be rigorous and systematic: start with the three strategic economic priorities, define the problems, consider the full range of modal options using appraisal techniques that include full environmental and social costs and benefits, and ensure that spending is focused on the best policies...

The reality of both Turnbulls’ work was the opposite of this, they did no “needs analyses” and spent money like a teenager with a parent’s credit card. Such thinking is unlikely to give the community confidence that wise and productive decisions are being taken. As a start, “needs analyses” are anathema to larrikan decisionmakers: “local solutions to local problems” make the difference between realistic Budgets and buckets of broken promises.

One of the crutches when politicians are asked, “where’s the money coming from”, they usually revert to “Value capture”, a pipedream since the upgrading of Sydney’s Oxford Street. The *Daily Telegraph* [editorialised](#) in February 1909 that:

Recalling civic experience, and remembering how difficult it is to identify betterment justly, there is plausibility in the misgivings of Ald. Hughes with regard to the proposed betterment tax. However, the estimates put the work so well inside of financial practicability that these are questions of detail and not vital ones.

Generally, it would:

- “trickle” funds inappropriately as the Property Council of Australia has argued. That is inconsistent with the “project pipeline” notions
- make investments more attractive by shifting risks and costs to families and lessees, worsening affordability
- worsen inequalities between the new-overtaxed Vs the old-subsidised suburbs
- require expensive administrative agencies, see the USA’s state accounting manuals and commissions. It has been argued by Greiner and Mant among others that is administratively impossible; while it has been rejected by Coalition Governments in every earlier case so why would their values suddenly flop upside-down?
- reduce affordable housing as many have said, and that is within an overall private sector model that Professor Bill Randolph says has failed to deliver a proper balance of housing types. Reform is underway but densification might equal slumification.

Both governments ignored the lessons of history from the Harbour Bridge and Cumberland Country Council projects which were more equitable and efficient. The Committee for Sydney issued a glowing report on value capture in late 2015 which contained many errors and misunderstandings (and it refused to re-issue a corrected edition reflecting its lack of ethics).

What the corporate history does not reveal is that developer levies largely failed to materialise in the otherwise exemplary London CrossRail project (as at mid-’16), while the funding envelope has since increased to [£17.8 billion](#), of which voluntary contributions are only £100 million, with £300 million in developer contributions.

The similar Parramatta Road value capture proposal (at \$200 per square metre) was attacked by the Urban Taskforce as pushing up costs and prices unreasonably; and that fringe residents expect rural lots to be 800 square metres or larger, meaning a per- property annual levy across the Maldon-Dombarton potential corridor of over \$200,000 (half of the full cost of a plot in Picton or Tahmoor, added to existing taxes and levies and therefore setting a new low in fringe land affordability).

I add that it seems I have done the only value capture, local government levy-based, calculation for infrastructure in Sydney, extending Professor Tom Parry’s general report. The yield for a 10% VC rate on the Anzac Metro corridor was about \$3 billion over 30 years, discounted to Present Value at 7% discount rate. This is not a high enough yield to be worth the political trouble, methinks.

Under a “Harbour Bridge” model,* we’d come up with the budget, distribute it between PPPs and central subsidies, and the like, and DO IT through a series of contracts, staged but meaningful. This would be through an “infrastructure supremo”. In Eddington’s London, Crossrail was £15 b. I greatly respect the Washington DC Metro example.

Theme 4 – Berejiklian’s twisted Budget priorities & Debt Lake

Previous chapters showed how “planning” was going off-track and gave examples of projects that failed or are in the course of failing. It was seen that Gladys Berejiklian was a driving force in the de-democratising realpolitik of project cronyism, This means non-legislative as the real deals are done behind closed doors.

That were always going to come a cropper because the people were blunderers, with not one success to their names. The back story is that budgetary and financial problems are so serious that Berejiklian has hit the wall already and is running around on softer issues so as to

- pretend there’s nothing wrong, lest her sponsors pull the plug and she goes more mad, and
- distract the community with a circus so they don’t realise that the big tent is on fire.

We add that Parliamentarians of all sides are guilty of lack of education and awareness; and her colleagues such as Perrottet and Constance, egged on by Hazzard and fruit loops from other places, are prepared to lie their heads off in the hope that journalists, professions and lobbies will continue to follow her like sheep.

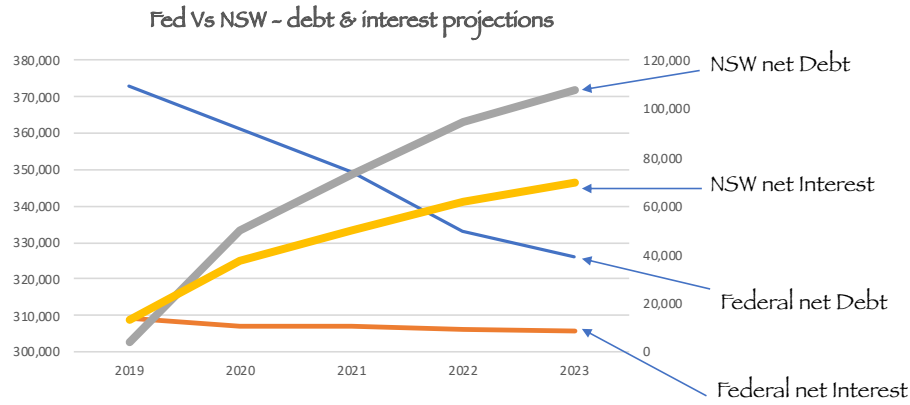
*People told us they were sick of having to fork out millions of dollars for **failed government promises like Labor’s disastrous city Metro, pushing essential local projects like cross regional road connections, and long promised heavy rail links, further back into Labor’s never-never**. They wanted professionals, not back room political tacticians, to make important infrastructure decisions. They wanted government to get its act together with an integrated transport strategy.... to meet the needs of customers, not bureaucrats. And they wanted local people to have a say in local planning decisions, and not to have their own neighbourhoods decided by the political whims of a backroom power broker ... (BOF – the total opposite of what is happening)*

The Greater Sydney Commission said it wants to be data-driven even as it is being led by the nose by Berejiklian’s idiocy and pushed from behind by its embedded private and agency advocates. They stole their new strategic direction from me and now need to wake up to their failures. Transport NSW is too far gone to be credible; while iA would have to be completely cleaned-out. It has never included Federal and State budgetary realities in its facile summary assessments.

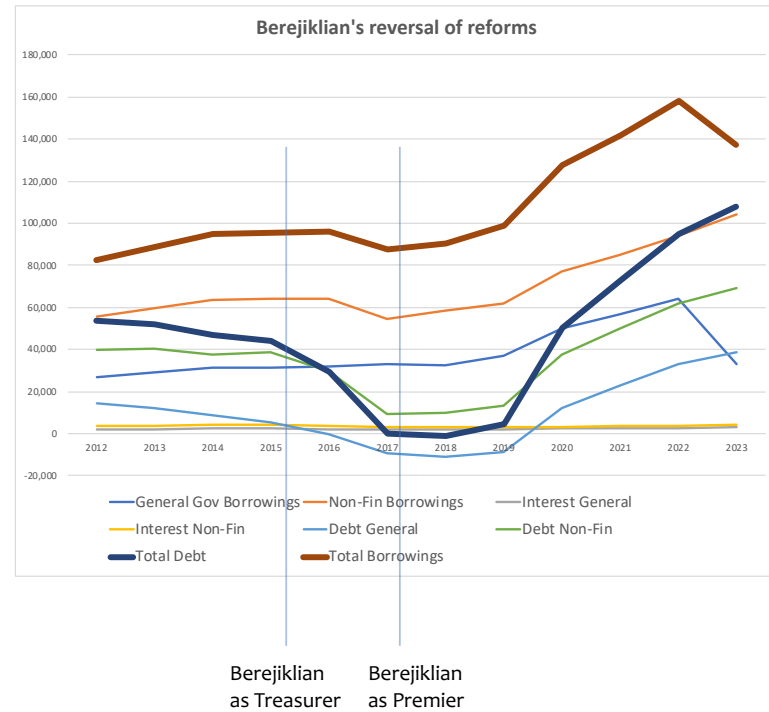
The necessary data here are Budget-driven, being financial and economic. A proper planning cycle on the input side would be rich in such information. The reality is, NSW and Federal Budgets have become full of slogans and sloppy lists without KPIs; while “budget correction” through Mid-Year reports has been killed except for adding more and more pet projects. Program cycles like sports and regional grants are also driven by corrupted political values and Tin Soldiers. (Bushfire and like emergency relief is not included in that merited insult.)

The depth of deception here is breathtaking so detail is required.

First, the effects of Berejiklian’s reliance on debt, and the extraordinarily low returns from her investments, show up in this comparison:



Source NSW Budget Paper No. 1 for 2019-20 Appendix D



The Metros sit within the “non-financial public sector” (NFPS) which is a strangely apposite label as new assets have remarkably thin cost recovery ratios – the negative Budget consequences are revealed here. Note that Andrew Constance was Treasurer from 2 August '13, before Berejiklian, him being a devotee of her and her campaign as is the current Treasurer Perrottet.

Berejiklian has reversed reforms as her charts show. Not one of these Treasurers, including Baird, functioned as “guardians”. The down kick is faux.

Berejiklian published an Intergenerational Report in 2016, as a Treasurer who was about to reverse reform directions. This is what she wrote of her debt strategy (which has worsened dramatically):

*“... the long-term fiscal gap ... is a summary indicator of the budget’s financial effect on future generations. ... if current trends continue, a widening fiscal gap will emerge where expenditure would exceed revenues resulting in a fiscal gap of 3.4 per cent of GSP by 2055-56”... **If the Government borrowed to cover the fiscal gap, then by 2056 net debt would reach around 75 per cent of GSP and net interest payments would consume nearly 20 per cent of revenue. That is, if we do nothing, we would have nearly 20 per cent less revenue to deliver government services and infrastructure — this is nearly the size of our education budget today.***

Already we have seen hospitals complain that they are being so squeezed. As her debt is structural, we have to intervene NOW. Hear that, Prime Minister?

The point has been made that Berejiklian cannot question others’ calculations as she has not done her own of options - and even of her own projects. She is caught by the accusation that she is wasting about \$40,000,000,000 and missing massive congestion relief, Joint Venture profits and other benefits because of obsessions, ignorance, corporate connections and self-deceptions.

Good people have tried for years to reduce the Railways’ operating deficit. Berejiklian reversed that without the media realising. The financial reporting of the rail system is spread across Sydney Trains, NSW Trains, RailCorp and TfNSW. Sydney Metro is a hybrid beast. The effect of the 2011 changes is to confuse, not elucidate.

The charts are for Sydney Trains, and the consistency between years is theirs. The trend lines are Microsoft’s. The Business Case has no real numbers so this analysis is a surrogate.

The Bradfield system will be bled dry by the Metro and it is shameful that the NSW Government has refused to have proper analyses of the current and contingent liabilities associated with Berejiklian's malevolence (to back up or dispel this analyst's published but ignored ones).

The annual deficit doubles with the first Metro and quadruples with the next tranches.

The Metros come in at three levels:

- The State Budget has a \$40 billion war kitty of debt which will affect State debt servicing, credit rating (when the financial underpinnings are revealed), and “gifting” without assessment of options or competitive benefits. How will those costs feed back to the entities?
- The operating subsidy will be close to 100% of expenses, so the Metro financing cost can be added directly to the operating deficit (with operational costs if we ever know the truth)
- The Metro has been protected from proportionate fare setting and there are no known real estate yields, in fact there were two contrary panic statements by Andrew Constance MP.

The current year's progressive results would possibly be visible to management, and the trend lines would change with end-point additions.

Berejiklian has reversed the accepted philosophies and moved away from the asset recycling philosophy. From 2017 to 2023 NFPS debt will rise by 666% which is a spooky number.

Here's how she tried to conceal the real facts. The charts represents an increase of about 25% in net debt over 4 years but see below. Interest has not risen proportionately due to happenstance. Many times in the Budget papers the NSW Government praised its own fiscal discipline, as in -

Net debt, which is a measure of the State's capacity to repay its debt immediately, is projected to be negative \$8.8 billion at June 2019. This will be the fourth consecutive year of negative net debt, having reached a record low of negative \$11.2 billion in June 2018. This negative net debt has been driven by the Government's successful asset recycling program and balance sheet reform, which has meant that over the past four years the Government has been able to minimise its reliance upon borrowings.

That has to be regarded as grossly misleading in terms of composition, trend and the full subsidisation of the metro and tram programs. Also, Perrottet's Budget said capex is going down but a peculiar methodology has emerged. It says that

Over the five years to June 2023, almost two-thirds of general government sector capital expenditure will be funded from non-debt funding sources, e.g. annual cash operating surpluses and the State's cash and financial asset investments (predominantly the proceeds of asset recycling) ... the expected \$35.8 billion increase in borrowings over the four years to June 2023 to fund the Government's record infrastructure investment is largely offset by a \$20.1 billion reduction in projected superannuation liabilities.

That number represents about 49.7% of the increase in State net debt over 4 years (not one-third and not just “general”). If it is one-third, the total increase in investment is not a reduction in capex but an increase (nominal) of \$107 billion by 2023 (or thereabouts). Relying on superannuation changes is a crock of crap: this is money to be applied according to merit, not to prop-up insolvent assets. We only know capital costs – operational savings from automated transit systems are typically only 10 to 35% of heavy rail's figures, so the real numbers and margins are greater. The NSW accounts are over-complicated (deliberately) so an \$11 billion transfer out of a fund that had \$10 billion injected initially could be seen to be a con – right? (NB the “general government” label is a red flag to the wary analyst.)

Whichever way you look at it, Bairdijiklian Malenomics is a BIG LIE waiting to be uncovered. Tim Wilson MP said this in his Maiden Speech (but seems to act the opposite, especially in relation to travel and trading restrictions under COVID risk-reduction regimes:

I have watched with frustration as small politics too often has stifled tackling the big challenges ahead of us. I do not love the game of politics. My interest is public policy and how we secure this country's promise for future generations, and it is time to have some honest conversations. Cynicism pervades modern political life, but the best way we can combat that cynicism is to act with integrity. Australians need to see their parliamentarians act with conviction. He chairs Parliament's Economics Committee. It would have possibly saved lives had his Committee reviewed Corona approaches early in the crisis.

The West Metro alone is under-funded by c \$12 billion over 10 years - \$4 billion reserved (without any legitimacy) out of \$16 billion – if it can be done at all (see companion document). It is throttled at birth through the central bottleneck, and inferior to the *faster, cheaper and more effective* Christie/Greiner/ Gibbons option which would also obviate the St Marys Metro catastrophe – but Berejiklian will not listen and nor will Morrison/Frydenberg/ McCormack.

“Her way” is up to \$26 billions of which Morrison’s onus is over \$5 billion, against maybe \$4 billion for the Main West 40,000 passengers per hour (double the Metro’s c 20,000) and fantastic transit access across Sydney for the Nancy-Bird.

As Mark Coultan wrote in 2009, “All things being equal, Labor almost always wins NSW elections... Unless, that is, Labor so comprehensively stuffs things up that the electorate decides it must be punished. It has only happened twice since World War II... Both times the characteristic of the failing government was a perception that it was blowing the state's fortunes on the centre of the city, to the disadvantage of the majority.” [The Debt Lake in pre-Corona, demographic trends de-emphasise Berejiklian’s

The Berejiklian /Perrottet project financing approach is doomed to failure. It cannot work – as journalists should have realised.

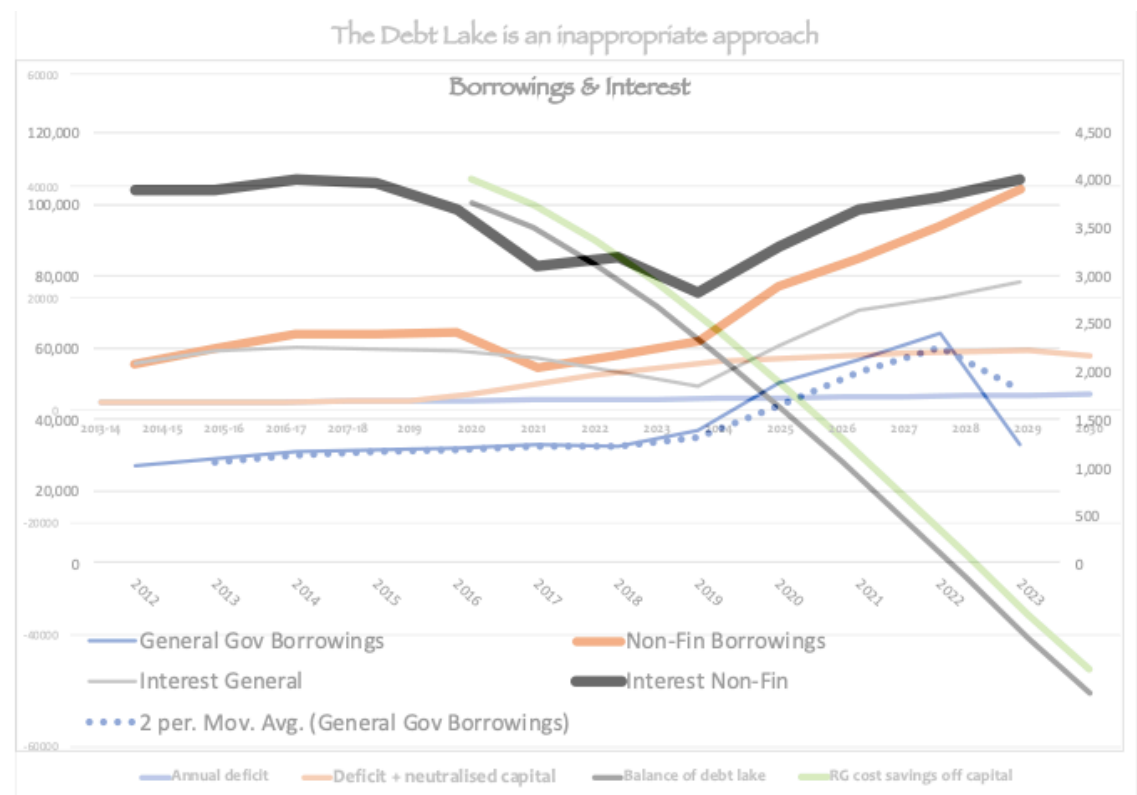
The extra dimension is “contingent liabilities”: sloppy pre-engineering means that WestConnex and the Metro will have to close for reconstruction at vast expense to a future generation, if Berejiklian is allowed to continue.

Remember OECD’s dictum to reduce unproductive activities, add that it is vital that we do not pass onto future generations the avoidable burden of Berejiklian’s obsession with debt.

She is charging on with the Rozelle and Metro engineering catastrophes, meaning dreadful contingent liabilities, and with the WS City Deal even though it is the greatest planning mistake in Australian history and will de-energise the Illawarra, SW and West sub-regions, the east-west and even N/S freight movements, the Aerotropolis and Parramatta CBD.

Berejiklian also has not come close to resolving a raft of strategic issues (see map below):

- West Metro - an obsessive race to justify what is not a valid project, it is to supplement mainline which is subject to Christie/Greiner plans + new RG option to give SSA the best transit system in the world
- Goanna Transit Bridge - immediate feasibility of service to The Immediate feasibility of Hurstville to Strathfield, RG adaptation of Jacana to use tram/trains and link NW to Airport w/o 2nd Harbour Tunnel Fireworks icon, 16,000 dwellings, White Bay, Overseas Passenger Terminal and then tram/trains (
- The Spit: another obsession, 2008 scheme was in keeping with the planning character required and cheap and fast. The Bairdian tombstone approach is excessive in cost, risky in geotech and too late
- Parramatta tram: another obsession to replace the Parra/Epping link, led to waste on ParraCity options and a back-of-the-envelope call by Roads and Transport Ministers. Demolitions are like Labor's - invalid



- GSC reports - out for discussion, aspects that will be questioned include impracticality of 3 Cities and “30 Minute City, budget/cost/ of implicit transport projects (too unclear), complementary and innovative options, non-adherence to iA protocols, to lose developer interface via developer compacts
- UGNSW/successors reform - revision so that it takes the outcomes of proper planning and put them to market like Infrastructure UK - to lose its community destruction roles
- Second Airport - immediate feasibility testing of Christie/Greiner mainline upgrading v extension of SW v West Metro - SW to be reserved for logistics (see 12)
- Fast trains - immediate feasibility testing of current in-fill and fringe densification v new city at or near Marulan etc, tied to economics of inter-capital fast rail, ACT proposal to be re-examined v RG alignment
- East Coast logistics - current plans are too late, too derivative, and incomplete v RG long-standing work on Maldon-Dombarton, container and coal railing, and western Sydney employment re-balancing
- Expressnet - immediate feasibility of RG proposals for Bondi Beach & Broadway/SydUni PRT and extension of tram/trains off the Goanna Bridge to North Ryde and Central/3 unis and 2 major shopping centres

Sydney has a set of dud projects that will serve a small percentage of 800,000 or so new dwellings over just 15 years, under a planning regime that has no rigor or Eddington-type logic. The election run-up will feature demolitions, dispossessions, service interruptions, and revelations of secret deals, cost overruns and recycled promises – the components of Labor’s “planning stench” (BOF).

Better options including Christie, Greiner’s and Gibbons’ are ignored despite being cheaper and faster to implement and more effective in supporting dispersed population growth. The “30-Minute Club” will be remembered for the wrong reasons.

There has been an overall misrepresentation of the state of the Australian economy by way of an over-emphasis on statistics by journalists and misunderstanding of what drives economic and community prosperity in the real economy. Both the OECD and IMF have pointed to the need, in a post-Corona world, to “clean out the stables” of waste and stupidity, so that “real needs” can be funded and implemented properly.

The 2016 “Summary Business Case” was the first true test of the “Baird Model’s” integrity, and it failed spectacularly. Unfortunately, the *Daily Telegraph* handed out a “Get out of Gaol Free” card:

Andrew Clennell, “\$12b South West rail link through city will cut 21 minutes off Bankstown commute” (DT 17 Oct ’16)

SYDNEY’S long-awaited new southwest rail line will be the “ultimate congestion buster”, carrying up to a staggering 60 trains an hour. The business case summary for the Sydney-South West Metro — obtained by The Daily Telegraph — reveals the driverless rail link will have the capacity to run half the number of hourly services currently on the city’s entire rail network. The documents also revealed the full service, from Rouse Hill to Bankstown through the city, will reduce 20,000 private vehicle trips across Sydney a day by 2036. Initially that will run at 20 trains per hour — every three minutes — with capability to increase this to 30 an hour. The government claims the Metro will create 25,000 jobs in the Sydney CBD, 17,435 in the North West corridor and 2442 in the South West corridor.

Wrong: ventilation alone limits system to 30 trains an hour

Completely weird statement: CityRail through the centre alone is 70 (hourly average), Bradfield planned for 200. No mention business case had 100% redactions and no options analyses, no mention of East Hills’ merits

Infestimable and insignificant - churnalism

“Initially” – forever until the West Metro sucks out 24 of those trains each hour then 6

Each Metro line will have the capacity to carry 46,000 passengers per hour each way, compared to the normal capacity for a Sydney train line of 24,000 per hour.

“All Sydney Metro trains will operate initially as six-car trains, with a design capacity for 1152 customers,” the business case states.

“Train capacity can be increased through the extension to eight-car sets with a design capacity of 1539, providing a maximum capacity of 46,170 passengers per hour per direction.”

The business case summary states Sydney’s population is forecast to increase from 4.3 million people to 6.2 million people in 2036.

“By 2036, over 25,000 customers will choose to use the new, more convenient, Sydney Metro stations at Barangaroo, Martin Place and Pitt Street rather than Wynyard Station or Town Hall Station,” the business case says, arguing this will ease congestion at those stations.

Does not state Treasury estimates that the subsidy per passenger would be 8 times the CityRail average, nor that curtailment of bus T-way services would increase parking demand

20 double-deckers can run 32,480 passengers an hour under full system loading. 28 of the CBD Metro 6-car equivalents would be needed (40% more). TfNSW has yet to justify its numbers for the Sydney Metro City and SW which on the face of it would need 29 trains (45% more).

Fanciful, 6-car sets will remain for a future generation to fix (1,130 per set according to manufacturer), metro at 8 cars would be 1,506 of whom 1,300 would be standing (9,000 per hour on the Bankstown section)

So what?

25,000 is 8% of the current 315,000 – for \$20 billion!

The biggest “idiosyncratic drag” (IMF) in Australia is the diversion of potentially productive investment funds to debt because of poor planning, engineering and economics, with the compulsive and even psychotic pursuit of Hong Kong shiny toys over “improvement” policies as espoused by Greiner and Eddington et moi.

The “Baird Model” of applying privatisation windfalls and reaping betterment capture on massive densification axes was predicted to fail, and it has – spectacularly albeit it quietly.

The PM has stuck with the National Cabinet which is intrinsically non-planning and non-deterministic, without a better policy direction than the one that failed over 4 ½ previous stimulus episodes under the same man. It has no independent advice, no break in the iron chains that Morrison put on it. He and his cadres appointed political ciphers and they made incredible mistakes going forward and now cannot repair their blunders without having a blunderbuss behind their backsides. That definitely includes the National Covid-19 Coordination Commission.

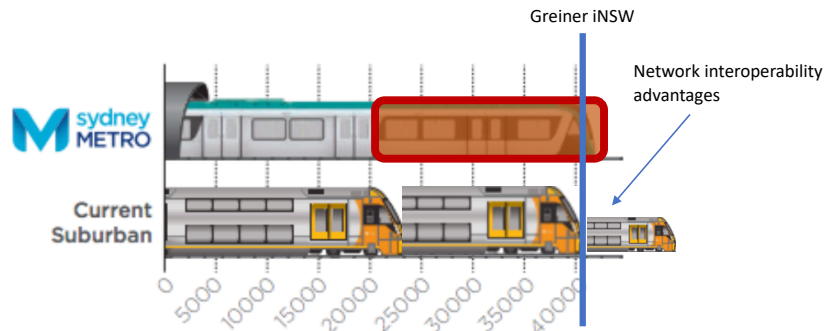
This is a microcosm (albeit significant) of the **larger Sydney stench whereby existing areas get too much money and the regions are robbed of the facilities** that would help to take pressure off Sydney’s demographic pressure cooker. The Bankstown Metro has a direct cost of some \$20 billion but its consequences might be several magnitudes greater, including closure of major sections if not all of the Bradfield CityRail system, massive construction-period effects and loss of Sydney’s special events capabilities, and deprivation of genuine accessibility angles which GSC obviously agreed with as they pinched my ideas – as on the list.

To show the depth of malice and rejection of planning principles, there is the case of the most innovative idea - *why hasn’t it been done already!* - in the expressed view of two former Director-General of Main Roads and one of Planning & Environment. That is explained here and further below <https://sydneyimprovementpolitics.com/the-value-proposition> & <https://sydneyimprovementpolitics.com/prejudicing-generations>

The Wynyard Walk was taken from my Barangaroo Expressnet (2009).

C’est la vie en l’etat de l’incertitude.

The comparative capacities of metros Vs double-deckers were propagandised by Berejiklian through verbiturative assertions, meaning lies, but Greiner was also caught using the Metro’s false comparison (which originated in the Hong Kong Metro!). A fairer comparison is shown in this graphic:



Maximum Sydney train customers per hour per line

Turnbull could never say he was not told. At right is a fairly typical polite note to him, explaining that there is a responsibility act wisely.

Inequality is increasing across metropolitan regions because of unseeing ignorance in housing, infrastructure and taxation (“anachronistic spatial determinism” as Malcolm Turnbull put it). Previous generations’ legacies are being trashed but also debt and systemic constraints are being heaped on coming generations. Sir Rod Eddington’s iA reported declining ratings of Sydney versus world cities but there are now cranes across the skyline and the Government’s and media’s attention have long been diverted.

Dear Malcolm

It is sad that it has come to this:

- (1) The WS City Deal being based on a spurious process and unprofessional methodology
- (2) The NSW Govt facing by-elections in two areas with highly contentious projects that were/are personally driven by Berejiklian
- (3) Berejiklian’s continuing demonisation of me and previously Nick Greiner
- (4) Questioning of the Greater Sydney Commission’s and UGNSW’s future and historical contexts.

Nick publicly pondered whether policy advice should be developed outside of de-skilled agencies; and in 2010 the SMH did the same. You, Angus, Fletcher, Chester and iA have shown no sympathy for that position, with woeful consequences now.

I make no undue claims but I have to wonder if we cannot do better, together. I agree with Kerry Mather and I’ve built a case to improve the prospects of employment land – with WSROC being politically stupid.

The impediment is the culture of NSW Lib politics which you can influence; and I repeat the request I made before, to help convert my trove of IP from adversary to advisory. Gladys is the key to that, with her facing ongoing greyhound, Peninsula, Metro and tram questioning.

I advise that *Fiasco* newsletters will be going to North Sydney and to Manly, containing general and specific information, of which the two extracts are partial guides. What I do about the CITY DEAL will have to be stumm for the moment.

I am not giving you the iA/GSC/UGNSW content as there are personal entanglements, but they have a similar forensic quality. Unfortunately all have not listened to me.

I am sending this to you but, because your webmail has had trouble with attachments, I’m also sending to iA and Angus.

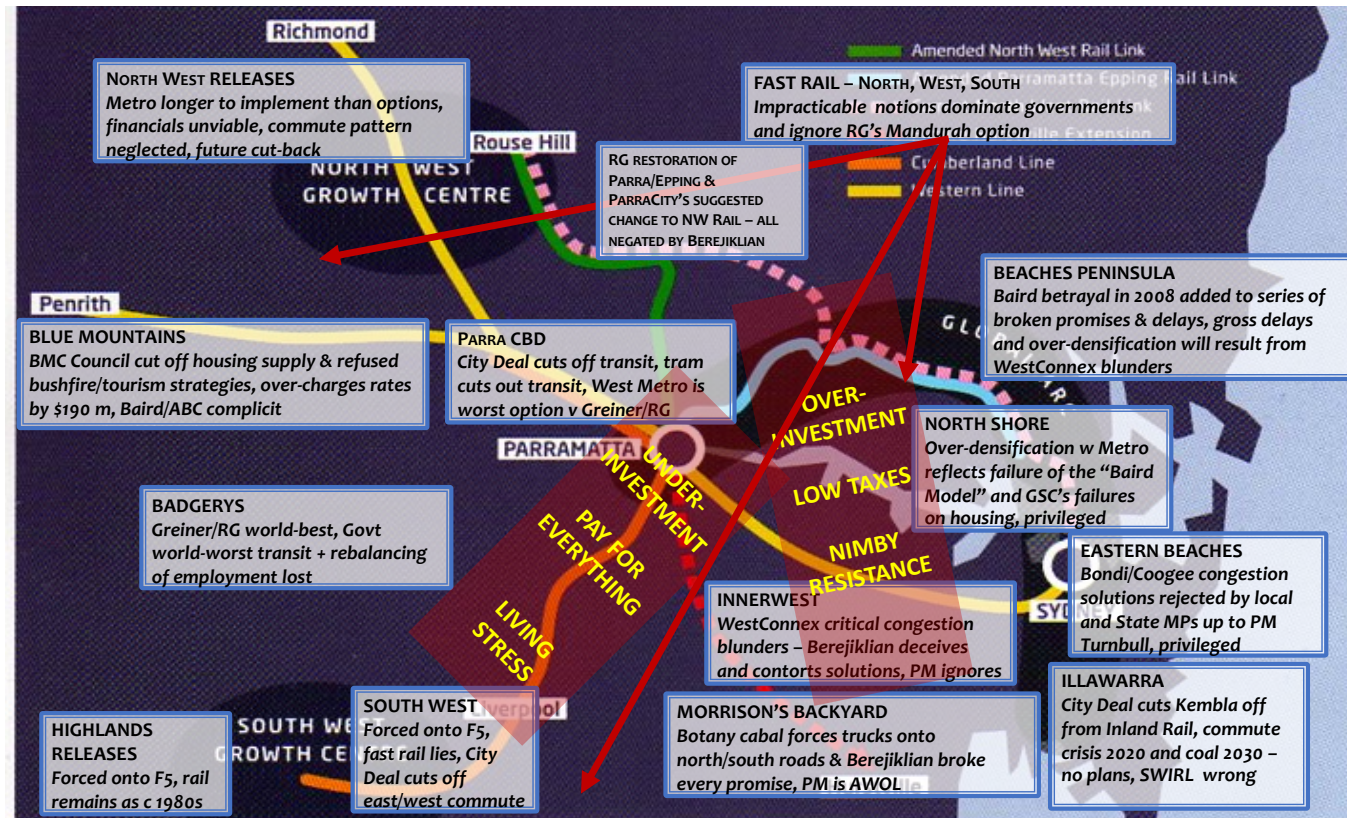
I don’t need to emphasise the urgency. You have had plenty of thinking time already.

Robert

Potentially world-famous innovations

Start at the beginning, Sydney has a context as do all cities, each different. Understanding Sydney's needs is vital as seen in this graphic:

Sydney is in crisis but the Government is glossing over catastrophes



<https://sydneyimprovementpolitics.com/prejudicing-generations>

Intergenerational equity requires us to move **faster** with **lower debt overhangs** and **full community engagement**.

That is from **EDDINGTON BEDROCK: from Christie to Greiner to Gibbons**, the latter being the first policy person in the Ministry of Transport's then 55 year history, and arguably the most highly qualified at entry.

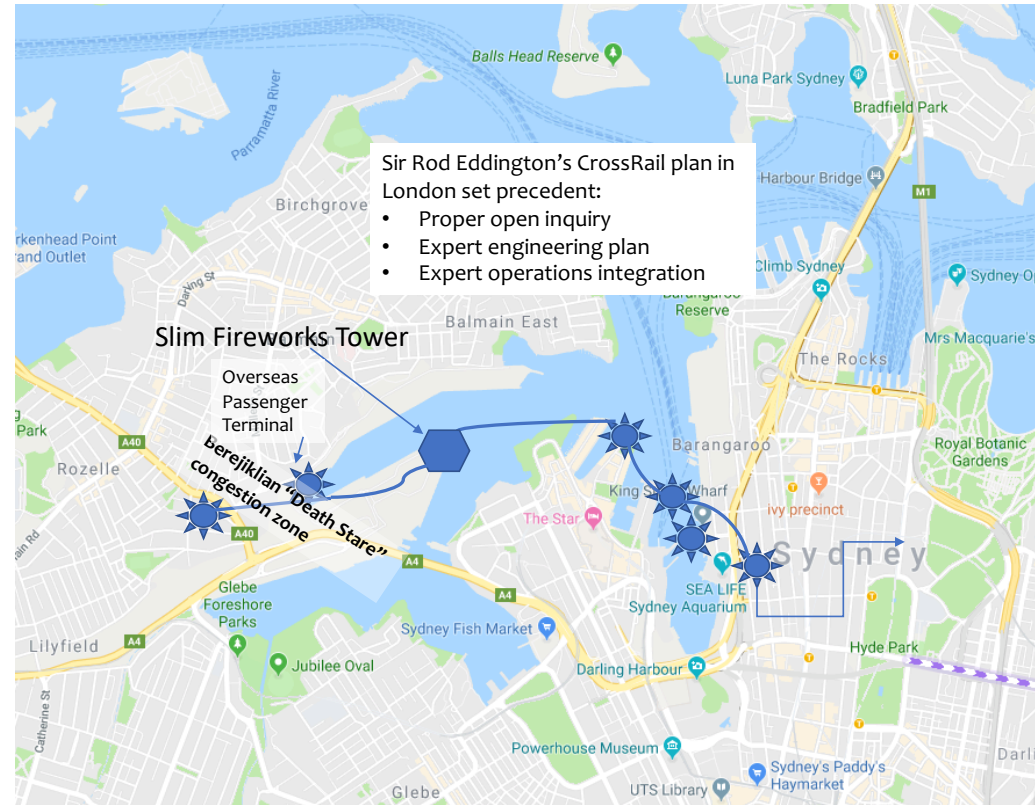
Another case of undue interference was Berejiklian’s malicious suppression of my **Goanna Transit Bridge**, which is a component of my **CBD Traffic Oasis** and **Circumferential Bypass “Expressnet”** solution to Sydney’s congestion.

This was devised in 2009 as a counter to Labor’s lunatic underwater metro - \$6 billion to serve 10,000 people.

It is modelled on the then RTA’s beautiful Seacliff Bridge and I’ve discussed the practicalities with its designer. It was a push cantilever which might not be feasible over open water but it would sit off points of peninsulas, so who knows just yet. That’s not the point - the inspiration is in the spirit of the classical definition of “genius”.

The “opportunity cost” of the corruption is reflected in increased costs and delays of Berejiklian’s signature mega-style as criticised (without naming names) by iA – timing is important, the Goanna sits in a different timeframe to the West Metro and the loss of Google and 16,000 dwellings is enough pain from inappropriate ideologies.

At each peninsula point, there would be an elevated "station" on top of the "pylon" (4 or more of). Land take would be minimal, the cost of covered escalators and lifts would be factored in, and the design team would have to decide on the type of structures. Access through buildings might be negotiated on a redevelopment basis (that is, internal reallocation of space).



Whether there is justification for a People’s Bridge near to the Anzac Bridge is a matter for the citizens of Sydney to decide. Congestion on that bridge and its accesses would be eased. Un-elected and even elected Tin Soldiers should butt out.

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The peripheral circulatory road arrangement (which does not now exist but single-direction roads exist in most world capitals)

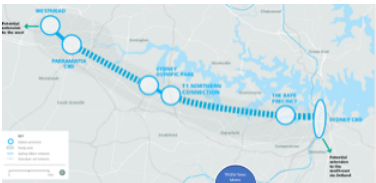
The “Barangaroo ExpressNet”[®] comprises:

1. Linking of the street transit systems (bus and tram) on the eastern and western sides of the CBD via street systems and the construction of a curved Goanna Transit Bridge[®] from above Barangaroo to Rozelle off the tips of headlands (minimising land disruption). Its “mother” bridge was built 10 years ago at Coalcliff, costing just \$60 million. Extending for length, the Goanna would cost about \$500 million – cheap for its great value

2. Resolution of CBD congestion by the elimination of 7 E/W conflicted intersections through a circumferential road and transit boulevard – where the Jan Gehl and George St tram schemes ignored the realities
3. Provision of fast transit through The Bays to the Victoria Road corridor at Rozelle, including the Overseas Passenger Terminal and White Bay Power Station (the Google site, now foregone due to delays in providing transit enablement)
4. Relief of the ANZAC Bridge (and speeding-up buses) which is about to experience 20% more congestion (20,000 vehicles per day) off the WestConnex works
5. Promotion of walking and cycling in extension of current programs, and
6. Provision of a basis of a long-term fast transit service using Flexity Swifta or similar tram/trains to link street and rail transit systems. (This is urban innovation but of a type well-known in Europe, checked by a former Bombardier senior engineer.) One stream could run to Victoria Road and thence North Ryde; the other via Norton Street and back to Central via three universities and two regional shopping/services centres.

Since Google's departure, the concept of The Fireworks[®] apartment and mixed-use tower was developed by RG. This might be 110 floors in height with the Goanna Bridge going through its middle, creating a transit and retail/services structure over several floors. Two vertical firing pipes would allow spectacular fire curtains to harmonise with the Harbour Bridge's firework curtain. The configuration would be developed by a Joint Venture: the Goanna is an "un-locking" stratagem. Prime Minister Turnbull and Premier Baird launched the "most exciting urban redevelopment scheme in the world" then welcomed Google's offer to redevelop the White Bay Power Station as an iconic technology hub. UGNSW was put in charge of the redevelopment and ran design exercises, all of which failed, especially the transit one – transit being the *sine qua non* of the Bays' redevelopment. Google were advised of the Goanna Bridge (UGNSW has wanted to use but in breach of copyright); but logic went out the door once the Baird/Berejiklian succession happened – and Google quickly upped-stumps.

The Goanna is part of the former Prime Minister's urban innovation mantra as well as Jobs & Growth. In addition to being non-ideological, it is in accord with his energy intentions.



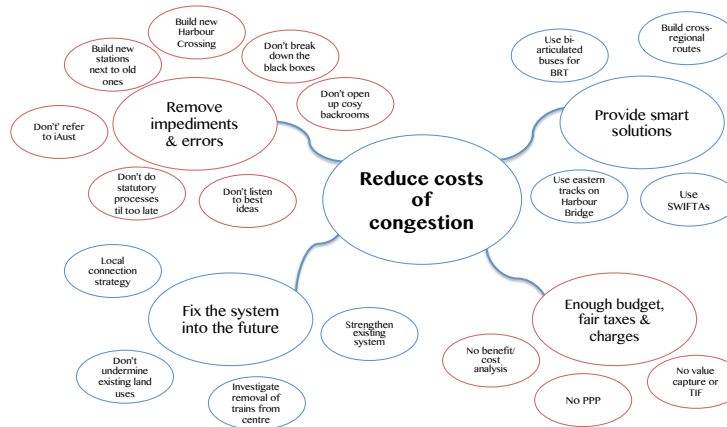
The WEST METRO shows the characteristic engineering defects Berejiklian's administration (this is Labor's CBD Metro precede

The Metro is a trunk service with one station remote from even important. It is not "pre-planned", has not gone through proper analysis – and therefore excludes "local solutions".

Councils are competing for station sites, reflecting the same blunders as in the disastrous Bankstown Metro, trams and WestConnex.

The Goanna and the Metro are in different timescales, different markets, and have completely different practicality envelopes - Vs tunnel. Goanna releases 16,000 housing sites and allows The Fireworks as well as three "expressnets" using tram/trains. It supported Google while Berejiklian spurned it.

WestConnex's imposition of 20,000 vehicles per day (20% of current loads) necessitates a more rapid and more responsible response than a long-term, high cost and rather remote mega-metro.



The “Barangaroo ExpressNet”[®] including Goanna Transit Bridge[®] has professional assessment dimensions including:

- **Urban innovation (both PM’s & GSC’s priority):** a clever solution to CBD/innerwest transit and CBD congestion issues – major feasibility analysis is required urgently especially as trams will worsen intersection conflicts
- **Urban innovation:** a bridge that sits in the water and facilities the spread of tram/trains – a major feasibility assessment is required urgently
- **Cost-effective solution:** cheaper relief of Anzac Bridge that will be over-stressed by WestConnex given the impact of 20,000 extra vehicles a day on a road that is already over-capacity
- **Sydney branding:** another beautiful bridge, not ugly – just as the Seacliff Bridge “mother” is loved
- **Promoting healthy lifestyles:** walking, running and cycling in a safe environment, and superior transit where society demands energy and health responses
- **Reversing UGNSW’s stasis:** over 16,000 housing units and offering the chance to replace Google with another ICON especially focussed on The Fireworks[®].

No competing transit scheme is available – the West Metro proposal sits on a different orbit.

Bradfield’s name is regularly mentioned but his professionalism was of a different planetary orbit to the Metro Authority’s; while the “unintended consequences” include material damage to the Bradfield-era rail system – but the effects have been suppressed, all meaningful data being blacked-out in a paranoid climate that is scared of being caught-out as it was a decade before under Labor (Christie and Gibbons ripped them up).

The Prime Minister’s and then Premier Baird’s “iconic” Google redevelopment in innerwest White Bay - “*the most exciting and ambitious urban renewal and city building opportunity in the world today*” - was defeated by Premier Berejiklian’s exclusion of options other than the unfunded, un-legitimised “West Metro” mirage they’d pulled from Labor’s cupboard, leaving Ministers mute and Google stranded - what the then Prime Minister calls “*ideology and stupidity*” or “*idiocy*” as opposed to the options’ “*engineering and economics*”!

Barangaroo ExpressNet[®] - Goanna Transit Bridge[®], CBD Traffic Oasis[®], transit boulevard[®] - Proprietary proposal to initially defeat Labor’s CBD Metro and now after Google’s departure after Berejiklian refused access improvements in favour of her West Metro. Cost basis is Seacliff Bridge so likely to be less than \$500 million. Is in a different time frame, operational framework and cost budget to the mirage-like Labor/Berejiklian West Metro:

- Allow construction of The Fireworks[®] apartment block and un-lock 16,000 housing units.
- Link transit networks on the east and west side of the CBD

Berejiklian arch-conspiracy against Goanna Transit Bridge

- Forces out Google, cancels Turnbull/Baird “most exciting in the world”
- \$4 billion on a meaningless stub road
- 20,000 extra vehicles pd (c 20%) at critical innerwest congestion zone

- Main West to 40,000 pph
- Parramatta Rd integrated development
- CBD & Eastern Suburbs tram pushed through without due diligence = Town Hall mentality (including by Moore-Wilton, he says no need for documents)

Eddington in Melbourne, Greiner SIS = orderly

Stokes downgrades all Parra, Randwick &tc targets

- Berejiklian lurches from one NW segment to others, driven by Hong Kong “Baird Model”
- Turnbuls drive “City Deal” – undermines regional economies & disengages Local Government
- CEO of WSROC pushes SW/NW Rail (he says - no brainer, no need for documents)

Bankstown Metro Summary Business Case

- 110 redactions (100% of key data)
- Sloppy pre-engineering
- Stole RG’s economy ideas

- Baird & Berejiklian decide priorities (Borger – no brainer for West Metro – SMH = \$10 billion and 10 years too late)
- Turnbull/Baird gift \$100 million to lucky (?) consultants
- Morrison gifts \$3.5 billion to St Marys metro mess
- 13 High Speed or similar train proposals funded – hallucinations & manipulations, \$’000s millions to consultants

Fed \$100 billion Budget blackhole & NSW \$40 billion debt lake = disintegration

Bankstown Metro 1st section oper

- Good crowds but shows that 2008 benefit/cost report was correct – unfeasible on key ra
- BRT would be profitable at 1/2 scale – i.e. now
- BRT would be more flexible ai have been delivered 4 years a

- c. The Goanna Transit Bridge[®] would take buses off the congested Anzac Bridge (WestConnex will worsen congestion, 20,000 vehicles per day forced on it), would link the eastern and western transit systems, could carry trams or metro vehicles, would provide direct service to the Overseas Passenger Terminal, White Bay (Google left in disgust at the Government's failure to support its needs), and the media and commercial precincts along Jones/Johnston Bays
- d. Flexity Swiftas could deliver quality services in the North West to CBD orbital corridor (see below) without the multitude of cost and service problems with the separate Metro
- e. They could also extend "tram" service to North Ryde via Victoria Road, and three universities and two regional shopping nodes via Parramatta Road and Broadway (thus completing the loop – an incredibly valuable idea)
- f. Parramatta and Victoria Roads should use bi-articulated buses for BRT as RG has proposed since 1995's *Clean Air's Towards a Transport Vision for Sydney*, that this is being pursued by the Administrator is proof that the Government has failed to follow iA and Audit Commission procedures
- g. Facilitate cycling and walking (both prohibited by the Metro), considering the difficult typography on the western side of the CBD, with many more folk enabled to walk and cycle to/from special events in addition to normal trips. Hickson Road would be left as a pedestrian precinct
- h. Sydney's international repute as a "city of bridges" would be enhanced with the spectacular Goanna and its escalators and CBD traffic oasis - a low-level opening bridge would be a second-rank alternative (*cf Duncan Gay's and Clover Moore's under-baked Glebe Island Bridge ideas*)
- i. Eliminate the need for damaging land impacts and costs in the CBD, Pyrmont and Roselle, and elsewhere, by having the Bridge skirting the waterfront. Light rail and bus options would be compared but the Bridge would be built to the right standards for tram and Metro retrofitting if that is chosen
- j. Focus attention on the whole Darling Harbour, Pyrmont Point, Glebe Island and White Bay precincts with connections to the Metropolitan Light Rail and historic bridges and pathways.

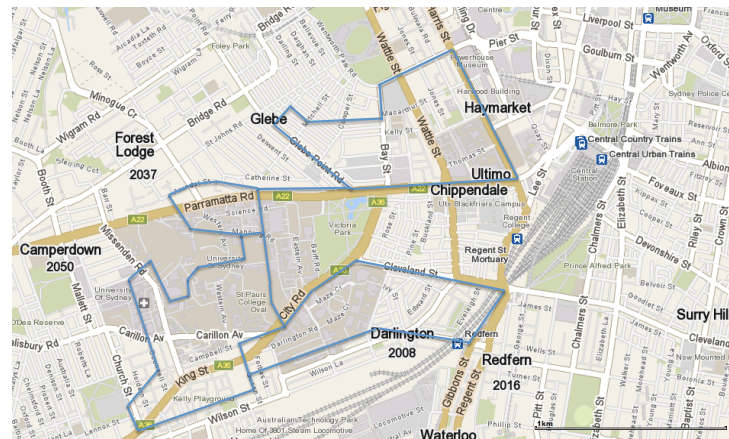
Expressnets are my copyrighted term for moving the focus away from massive point-to-point new transit systems, that is what the Bradfield system is (upgradable as in Greiner's report with my enhancements), to local accessibility reticulation technologies. That is in EDDINGTON BEDROCK, which the twits in the Bubble refuse to even look at.

The first was for Bondi Beach whose Council listened to me but they were obsessed with a (failed) tram proposal.

The map is based on the knowledge of the flexibility of APT and the geospatial features of the overall zone – the University, Broadway, Redfern Station etc. It is stylised and presented for discussion – it picks up the main generators and "magnets".

It was accompanied by a special tram idea, which SydUni tried to pilfer.

The reintroduction of "due diligence" is sine qua non of future sustainability. Bedrock has sophisticated arrangements.



There is much more at The Value Proposition at sydneyimprovementpolitics.com.

Conclusion: the consequences of thievery, deceit, cronyism & incompetence

There is a pattern coming out of such Baird- “initiatives”. The most damaging, the Metros, are based on “Labor’s fiasco” of which the Coalition said in March 2011, “No boardroom, or CEO in the private sector would be permitted to get away with such incompetence...” They will increase congestion in specific corridors and across Sydney; while the Hong Kong residential densification will worsen affordability.

In fact the Metros will serve about 5% of the 850,000+ new dwellings over 15 years meaning this author’s “Eddington Bedrock” strategy is needed to spread new services at lower cost and faster. The new tramlines will not help. In fact, the NW sector would have had early services to KSA and the CBD without the extremely expensive 2nd Crossing (which has not been properly assessed, nor have the Metros). Google’s grand technology park in the White Bay power station will be left in a transit desert Vs this author’s Goanna Transit Bridge that was conceived as an alternative to Labor’s dumbest idea, the “CBD Metro” (which the Baird Government was talking about bringing back, it is now just as unlikely albeit in the West Metro fiasco).

COVID-19 will exacerbate pre-existing structural changes in metropolitan economies - increased congestion and living costs in inner areas with unsupported densification and in outer areas with commuter vehicles intensifying interurban traffic. User charges will be insufficient to pay for lumpy infrastructure increments and value capture is a myth.

The table showing savings and benefits is in the Economics section on page 27.

All of this is without any electoral mandate in 2015 or earlier. This Premier is the first in history to seek to undermine the legacy assets that past generations laboured to pass on to us – specifically the Bradfield rail network. “Options” are cold-shouldered contrary to accepted procedures and Audit Commission recommendations; while rewards flow to incompetents and vested interests.

The following tables show the key challenges facing all capitals and generic solutions, supplemented by specific ideas which also will be adaptable. No agency or other body has done such analyses and developed such initiatives. They are holistic as must be re-democratisation and inter-generational equity.

The obvious common element is that instead of listening and learning, the Government isolates itself and commissions TV ads and makes outrageous statements on radio such as Baird’s on Wendy Harmer’s show on 702 and Morrison’s whenever something goes wrong (99% certainty)– *we inherited dreadful congestion* as though he hadn’t been told, explicitly, how he was making congestion worse, defeating the two PMs’ promises to reduce congestion. Affordability is being expressed in levies and percentages of small units but not the more important dominant pattern of development as high-rises raises prices.

The Greater Sydney Commission assists in the illusionment by releasing “visions” and imaginary “lines on maps” whereas it has no ability to change the dominant transport and roads directions including the axial congestion lines (and sterilised zones where tunnels are too deep) associated with the Metro fiascos.

What a mess sits on this Government’s social balance sheet. As England’s greatest reformer Lord Acton wrote, “*Every thing secret degenerates, even the administration of justice; nothing is safe that does not show how it can bear discussion and publicity*”. Breaking down the accretions of political and media laxity can only come from 360° awareness. Morrison is doing the unforgiveable with a matter as minor as border policies under Corona. That would be laughable if it wasn’t so sad.

These lines shows the various dimensions of “blame” for better community understanding of irresponsibility:

EXPECTED OUTCOME	SOLUTION	NOTES
<p>Stop poor focus and repair SME closedowns through rapid and targetted subsidies & support vouchers</p>	<ul style="list-style-type: none"> Remove focus from infrastructure Drop 30/75% percentage thresholds in turnover Provide bonuses for re-opening and re-staffing with departed employees Ramp-up site testing and contact tracing in targetted zones such as tourism and inter-regional corridors Institute vouchers for temporary personnel support, starting with childcare but including essential employees 	<p>The Government has targetted its consultations with and early schemes to bigger businesses</p> <p>Existing frameworks are orientated to Hong Kong and other vested interests – remove that</p> <p>It is time to recognise that revival will be based on cash spending by the vast number of re-employed managers and line workers, especially in SMEs</p> <p>The reliance on BASs is inappropriate, see Report § “Options”.</p> <p>Going on, it was inappropriate to set the start date for measuring loss of turnover at 1 March. That produced a delay in reporting of not less than 1 month. 780,000 jobs were lost in the three weeks to 1 April. Payments should have been paid by 1 March, with post-adjustments</p> <p>Damage caused by political blunders must be repaired</p>
<p>Remove political prejudices from health science</p>	<ul style="list-style-type: none"> Be aware of the ferocious nature of novel Corona as seen in rapid mutation and slowly-revealed symptoms in different age groups and genders Ensure that existing professional research & advisory circles are resourced and allowed free expression Make contingency planning part of every Budget cycle, cascaded down to Executive contracts Remove reliance on tricks and focus on surveillance 	<p>Work back from the reality that the COVID-19 catastrophe was avoidable in terms of Emergency protocols including release onto the streets of infected travellers</p> <p>virus research</p> <p>antiviral and vaccine product development</p> <p>resourcing of hospitals</p> <p>implementing quality assurance in group establishments including nursing homes and hc</p> <p>stocking PPE to disaster-preparedness levels</p>
EXPECTED OUTCOME	SOLUTION	NOTES
<p>Remove distortions in communications with communities</p>	<ul style="list-style-type: none"> Political foci are on PR spin and smoke, not truth and meaning including iA Media are too naïve in accepting obviously illogical processes, plans and policies Community needs to be less confused – through open and honest communication as in NZ Government needs to publish case studies e.g. Gaetjens on rorts, as lessons and signposts Be honest about NCC and remove incompetents, this is a pivot point in success or failure 	<p>The websites and Report detail</p> <ul style="list-style-type: none"> Distortions and errors Failures to check facts Failures to offer corrections Bias towards politicians and neglect of ethical standards <p>Can politicians change their spots? This can only happen through renewed focus by independent journalists and bloggers and a more vigorous Parliamentary contest.</p>

Correct ethical and professional shortfalls

- The PM's words on Anzac Day were meaningful but not to be seen in his and Frydenberg's ongoing behaviour
- Continuance of past cruel unfairness can have only one consequence which is harsh criticism

Political appointees have to be confined to accountable channels, with the reinstatement of professional skills and independence in the departments, agencies and affiliates

Expressions of mateship and patriotism must be consistent –

“The values that protected Australia throughout the past, still protect us to this day”.

The lessons of the past are more meaningful than tokenistic – the Improvement and Post War Reconstruction generations achieved more than we could expect from our broken governance culture

IMMEDIATE HISTORY

Infrastructure stimulus in 2018 – no “Budget Repair”

- “\$100 billion over 10 years” was found to be over-stated and under-specified so badly as to lack credibility, iA complicit
- \$3.5 billion to a project that will not be built*, \$400 million for a rail link that will not add a single train
- \$100 million for a PR brochure associated with that* project
- Exclusion of strategic infrastructure including linking Inland Rail with NSW ports
- It was full of consultant studies which had no practical benefits e.g. 6 x “fast trains”
- Road congestion works were slow/deferred, with complaints by Vic Herald Sun
- NSW Premier Berejiklian has twice called for separation from the Commonwealth but is in so much trouble with haphazard projects, debt compulsions and poor engineering that she now calls on the Feds to save her. No, she has to stop and pay me for my proprietary solutions

EXPECTED OUTCOME

Bushfire crisis on eastern seaboard in 2019-20 – no “Budget Repair”

- Long-term reliance on an RFS model that does not work
- PM's refusal to listen to fire chiefs about equipment shortages and needs – they said by over a year
- Ignorance of the science: Deputy PM and PM attacked firefighters and farmers as “greenies” when they forgot that Australia has had three Ice Ages, the last only 16,000 years ago, ergo we have “continental warming” that has no bearing on carbon excesses (applies also to journalists)
- Failure to institute a long-term plan to engage indigenous landcare workers in reducing fire risks and protecting species

Sports and women's sporting facilities rorts in 2018-19 – no “Budget Repair”

- Closed-door development of political amendments to the Sports Commission's community negotiations
- Denial of truth by PM, media short on analytical depth
- PM's appointment of his confidante Phil Gaetjens to do an in-house and unrevealed report which excused the PM's Office and blamed the ministerial by-stander
- Refusal to revise the politically-amended projects, instead offer to consider the excluded projects in the next Budget i.e. doubling-up-cum-waste

Novel corona virus
(COVID-19) in 2020

- Govt knew of Wuhan – in January they were arranging flights out
- Govt lacked a clear understanding and message especially over schools and prospects of lifting restrictions
- Govt failed to look at US and UK equivalents and gave the impression they reacted to criticism re total quantum and second pensioner distribution inter alia
- Govt failed to act until March, only talking to Big Business, leading to ferocious job and SME losses but too-easy acceptance by all parties of an obviously poorly-planned sequence (Queensland acted in January which also should have been done in Canberra and Sydney)
- Govt failed to consider delivery options and built-in even more delays
- Govt said “scalable” but jumped in three stages without scalability, later admitting to its mistakes with a repair patch on 24 April – almost 2 months after the first Australian infection
- Govt deferred Budget to escape forensic criticism, unnecessarily, and in breach of proper practice
- Govt pushed an app that will be limited by up to 50% of victims being non-symptomatic and a high proportion not producing antibodies
- Govt instituted a non-independent Coordination Commission but within the PMC department that had led items 1, 3 and 4, apparently ensuring no “Budget repair” of impediments to progress and repeats of capricious top-down directions

EXPECTED OUTCOME
Political
appointments and
theft of Intellectual
Property from 2008

- Baird appointed Phil Gaetjens to NSW Treasury in replacing “due diligence” as in Nick Greiner’s and the Commission of Audit’s 2012 reports – Greiner was ejected by Berejiklian in full populist politics mode while the Commission watered-down its final version
- Berejiklian stacked NSW Transport’s top strata with trusties and produced PR-style “plans” which lacked logic and even consistency between editions, sacking people who did not comply with HMV
- Head of Infrastructure Mike Mrdak said that if you want a good idea killed, send it to PMC, which is when PMC’s Stephen Kennedy – who had worked with Turnbull and Baird on the disastrous Western Sydney City Deal – replaced Mrdak and rejected “Budget repair”
- NSW then Federal Governments coached journalists into mute acceptance of obviously-erroneous reports and processes
- Treasury failed to force Transport to reduce the 60% of major projects which lack details in its Budget and Appropriations (noted by Greiner)
- Governments sidelined experts and did not act on professional protocols, including reducing bushfire risks and failing to heed the inevitability of successive zoonoses – the COVID-19 catastrophe is regarded as having been avoidable had wiser heads been in charge of US and Australian Governments in particular
- Baird in 2008 and Berejiklian, PMs Turnbull and Morrison and political appointees in Infrastructure, Treasury, Greater Sydney Commission and PMC stole this analyst’s Intellectual Property to a gross extent,

refusing restitution, thus sabotaging their own credibility and political credence – continued through all stimulus stages and ongoing until they turn adversary into partnership.

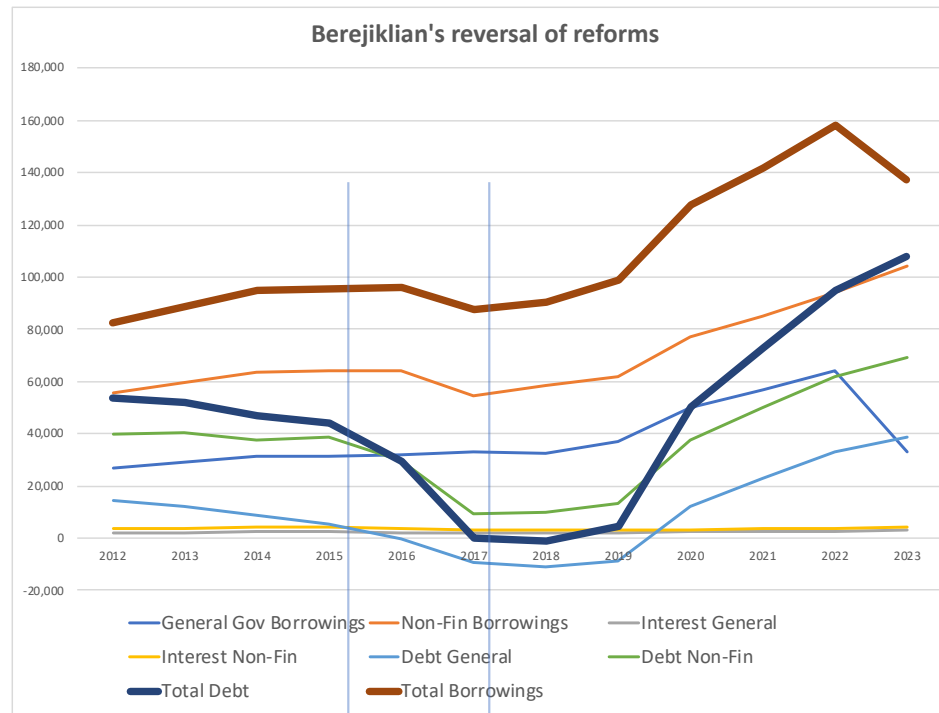
Sydney has a new style of management that dumps the Conservatives' pride in sound financial management and elevates populist politics that is a cancer that is metastasising through all organs of State. It uses secrecy, not releasing "Cabinet" documents of technical character and redacting 100% of key data in so-called "business plans". They threaten opponents and pretend to care when their capricious "decisions" produce the demolition of heritage buildings, homes or tree stands.

Premier Berejiklian is hiding her own 2017 Budget discussions which outlined the damage to Health and Education budgets caused by the obsession with debt piled on more debt.

It goes without saying that the Berejiklian is irresponsible and unprofessional in its Budgetary and project approach (added to the debt lake graphic).

The down kick is false when you look at her project policy statements.

Former Federal Treasurer Peter Costello has been pounding such points for decades – ironically his then chief of staff, Phil Gaetjens, was the head of NSW Treasury under Mike Baird, and subsequently Morrison's chief of staff, who broke down due diligence protocols and instituted Turnbull's "gifting".



Berejiklian as Treasurer Berejiklian as Premier

Logistics and port planning is in the saddest state as documented at www.thinkinglogicallogistics.info. Newcastle is as bad as Botany which is as bad as Wollongong ~ Port Kembla's Business Chamber produced a submission to the Federal Faster Rail beauty contest, proposing an intensive freight and passenger usage of the Maldon-Dombarton link. (The Libs' Central Coast MPs won that contest, which will lead to a further downplay of Newcastle's freight capacity needs.): are:

1. Coal capacity deadline of 2030 in the South Coast Line is critical and receives insufficient attention. Counteracts the fatal City Dead "decision"
2. No reconciliation of M-D's 60 trains per day Vs increase in car importing + containers + changes to wheat and coal. Headways between trains and trade peaks in Port receipts should be discussed explicitly.

- a. We need a schematic showing current and future train movements as well as volumes to serve as a reference and blunder-checking aide
- b. Reversion to Corrigan-like car import yards (Minto, now further west?) needs to be discussed as a strategic issue
3. There is a real chance that passenger trains cannot run on M-D due to capacity and scheduling conflicts
4. Should focus on high-voltage AC electrification and link to Goulburn and to Parkes
5. Grade remains a worry, 3.3/100 (not 3/100) is limiting, strongly agree with duplication and extend it from Maldon to Werrington (?) and remember Christie freight line from Enfield to Main West
(disagree with comment on p 28 - *the SWIRL would be a predominantly dual track line except for the two major bridges and the 4 km tunnel This would pose some constraint on capacity but this constraint would not be considered limiting in the short to medium-term in our view.*)
6. 6,000 cars to train switch of commuters to be tested – unlikely
7. Valuation of time savings on p 33 is questionable (SGS re WestConnex)

I prepared the Eastern Seaboard Rail Freight Development Strategy in 2012 in frustration at Albanese's and Berejiklian's plans. All national peak councils endorsed it but wanted me to publish it, to their benefit, without payment by them. This is typical of the whole of the risk-averse, small-minded industry lobbies in this country.

Much more could be said of what I've developed over 48 years of creative thinking and practical implementation. This is my last and most determined exercise -
to SAVE SYDNEY.

I am so sad that Australia and NSW have the least competent Governments in that time, to my knowledge. **STOP**

All three Conservative national leaders gave priority to companies and ran to include workers. Congress gave great attention to overseeing Trump's discretion as he had been known to support his and his friends' troves, but Parliament cannot surveil Morrison. The Senate oversighting Committee has no interest or intervention powers. It is now infamous that the 30 March \$130 billion was over-stated by \$60 billion, putting a lie against the earlier confusion and misinterpretations.

I will call for resignations if this nonsense under Morrison, Frydenberg and Berejiklian continues one more week.

Lead scholar in Sydney University 1971-78 - urban politics, economics and governance, in Merit List in 9 of 10 courses, with two HD theses on Chicago and Sydney (HD plus was awarded).

Manager Planning Coordination and later Executive Director Planning & Projects in NSW DOT.

Executive Analyst in Council on the Cost of Government.

GM in Admin Services. Policy Manager in State Development. Leader of reform of Elcom and AGL.

Reforming General Manager of Newcastle City Council, Author of ReviveBlueMountains, "Greater Sydney from the Centre" (Sesquicentenary history of NSW), "Revitalise Sydney" (applying 1908-09 philosophies to current NSW), myths about value capture (in OnLineOpinion), "Faux Amalgamations", and "THE EDDINGTON BEDROCK: FROM CHRISTIE TO GREINER TO GIBBONS".

Lead consultant Rockdale 2020+ - new pier, marina, pool, international hotel and F6 option.

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