

Sequestering the Fed Budget 2022 pre-Process

No Federal Budget has followed the iA and iNSW (Greiner) flow charts and also none have followed my award-winning methodology. Turnbull took Berejiklian's anti-Greiner sequecies and evasions to Canberra where the loopholes in iA's legislation became Swiss road tunnels. Critical failures have been "gifting" without justification (metros, Parra trams, Inland Rail etc), and absence of

- stakeholder consultation
- affirmation through audit checks
- engineering, environmental and like certifications
- professional economic analyses (as in Council on the Cost of Government, "Economies and Efficiencies in Urban Transport" (RG ©)

The contextual problems which require OECD/Treasury Regs - rejected by Morrison, Frydenberg, Kennedy, Chalmers, Baird, Constance, Berejiklian and Perrottet (e.g. his stupid approach to Turnbull who replied "I am not an ATM") - are in my publications as beacons – ignored they will provide yardsticks for measuring misdirections, observed they will produce massive benefits as I have mapped.

Serious mistakes and contortions involving permanent operational handicaps and waste, excessive debt and corruption. proceed uninterrupted, robbing more valuable reforms of oxygen, unless hard work is put in over preparatory months which Chalmers knows nothing about and is determinedly deaf to. Note my publications set out the parallel OECD processes with my interpretations, the time frames apply except that the Albanese Government has lost months due to Kennedy's mentality and Chalmer's incapacities.

Berejiklian centralised land use with transport planning, defining instruments then reviewing/applying them, land taxation including shifting risk from developers to ratepayers, and Cabinet-level Budget allocation, with Lucy Turnbull the PM's wife, within her Department, with not one journalist nor politician realising what was going on – what I called "the quasi-fascist NSW Inc".

The Rogues **Gallery webpage challenged Kennedy to contest a cost of damages to western Sydney from his knife work** for the Turnbells, Baird and Berejiklian, with Fletcher mute on the sidelines as usual, **at \$100 billion**. As always, he does not deign to hear mere mortals.

The mess they were covering up is centred on Sydney's metro trains which are unplanned and disorganised, with engineering and financial defects and lacking a sustainable financial model so blow out into Debt Lakes.

They have massive adverse implications for heavy-rail based transit and freight capacity problems and options across the Illawarra, South West, West and North West regions of Sydney - all in all a clumsy permanent hit on national productivity.

They and the Northern Beaches mega-tollway, Inland Rail and Parramatta tram (which is not a transit service, it is for residents of a developer's tower blocks courtesy of Lucy Turnbull), are examples of OECD's "need to review at an early stage ...". A critical element is whether the broad community has confidence that they should sacrifice their income to support election promises, that what they agree to will be delivered on-time and on-budget, and that they will be listened to when unexpected events happen. Does not happen under Chalmers and Kennedy!

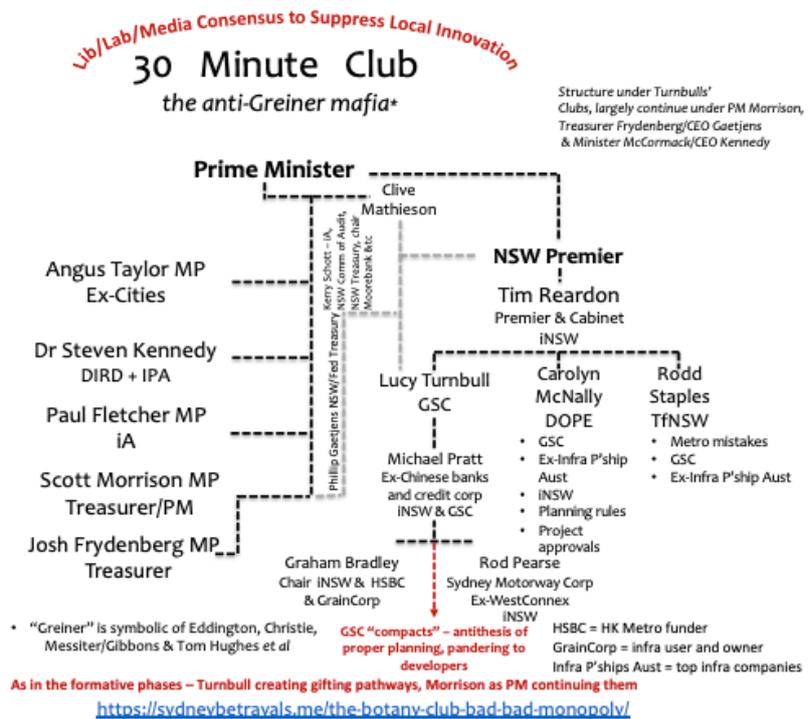
As an aside, Turnbull promised innovation. There are no signs anywhere of clever solutions to chronic problems in small areas like Bondi Beach, large areas like the Northern Beaches, and whole regions like South Eastern and Western Sydney, Wollongong and Newcastle. O'Farrell failed to deliver sensible planning and local government legislation (despite having the answer in the form of "Creative Reconstruction"), while Baird made both worse than before 2011.

I have to add that the PM's promise to "end the shameful toleration for corruption" which dominated the backroom exclusion of society and experts has been compromised to the point that only my solution to the deep blood stains can expiate the foule pestilence of plagiarism and continuance of Morrison malice.

Here is what went right off the rails in governance terms, all consistent with Albanese’s 2008 model, the internalisation of policy processes in backroom lobbying and profiteering:

Similar disorganisation was seen in the economic and governance responses to bushfires and coronavirus, with small business, renewable technologies and affordable housing being in the OECD templates but excluded by PM Morrison and Treasurer Frydenberg.

An example: **Faster Rail** was one of Berejiklian’s loopier ideas before the election but she brought out yet another British expert and anticipated devoting \$4.6 million to 5 routes - but has allocated **\$295 million**, which needs a thorough explanation as the Feds put \$40 million into 5 other options and Berejiklian said “she’d go it alone”.



The true purpose was to feed consultants. (None can be built within prospective budgets yet iA endorsed the ideological deceit.) Perrottet is augmenting two sections of track on the Central Coast which will not a fast train make from beginning to end of each trip. Given her record of failure, matched by the Feds’, regional rail links and survival of towns remain real worries.

<p>West Metro</p>	<ul style="list-style-type: none"> • Labor idea, one of many on the merry-go-round, a “lot of money” has been spent out-of-sequence (attacked by Grattan as pushing up costs) – but it reduces investor and community confidence. David Borger’s “there’s no downside” was typical cant. No plan, terminus undecided • Goanna Transit Bridge out of RG’s work Vs Labor is cost-effective and very useful, that it is neglected is a sign of psychological defects as well’s as UGNSW’s hubris in stopping all development. 	<p>Might be valid but there are many internal options and no testing of the main Christie/Greiner one which has major advantages. Berejiklian rejects a lot of RG’s work <i>ex cathedra</i> and thereby lost Google and 16,000 housing units</p> <ul style="list-style-type: none"> • Goanna has a different function in space, “local solution” • councils also tricked into naming rights over long-term and improbably Metro monstrosity instead of understanding the basics • Berejiklian’s rejection of Google (Turnbull/Baird “most exciting urban redevelopment in the world”) replaced by RG’s The Fireworks – a potential wonderful Joint Venture for NSW
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Inland Rail cannot but has to connect with Kembla, Botany and Newcastle, if it’s to make sense. The CSIRO report did not include the largest potential flow, containers, their \$70 million in annual savings is about 1 month’s financial obligation. A former Federal Nats leader features in the scenario, Warren Truss as chair of the Australian Rail Track Corporation. ARTC is building the Inland Rail and also pushing for long new freight lines from Kembla and from Newcastle but without any more economic rationale than its Botany duplication which will add *not one train* according to the main economic study.

So the Bush is looking at an Inland Rail that doesn’t connect with NSW Ports and a fast train that cannot be built (the always-dud CLARA) with no other option on the table. Putting more money into Parkes brings headlines but not better services. An air cargo hub would be nice but could it really be anywhere other than Badgerys *after Barilaro promised it to three locations on the same day!?!*

Newcastle is said to need a \$10 billion long rail bypass of Sydney which is an hallucination; Wollongong a new rail line from Port Kembla to near Campbelltown and across the plains, including a long tunnel under shale geology, say \$25 billion; and Port Botany and Kembla are digging in to increase trucking including of imported cars instead of railing.