

CFS FIRE TRUCKS CONTRACT – July 26, 2007

Mr PEDERICK (Hammond): I want to bring to the attention of the house a couple of events that have happened in the Hammond electorate. Yesterday a local manufacturer missed out on a major \$4 million CFS contract, and about an hour ago it became obvious that Murray Bridge will get the relocated James Nash House facility. Dr Tony Sherbon did honour his commitment that the mayor would know an hour before the media. He said he would notify him before it came out in the media and he gave him a full hour's notice, so we must give the government some credit for that. It is a little better than the notice they got in the Murray Bridge area as far as the prisons were concerned, where we all had to read the paper—but that is this government, which is not really worried about regional communities in South Australia.

In relation to the South Australian Country Fire Service 2007-08 fire appliance build tender contract, Moore Engineering got confirmation yesterday that it was not successful in respect of 29 vehicles, including 22 type 3-4 vehicles and seven type 3-4 (*pumper*) vehicles, although it has been lucky enough to get the tender for 10 Toyota Landcruiser vehicles valued at about \$500 000. These vehicles will be built in New South Wales by a company called Varley, which is well and good for that company. I know that we have signed a national agreement not to discriminate between the states, but we ought to look at what this government is doing for employment, jobs and growth in this state.

In relation to the prisons and the mental health facility, it is all right to place these facilities in my electorate but the government has not provided the opportunity for a priority contractor to build the new CFS fire trucks. I have information that 10 trucks were built in Queensland and delivered in December and January, but it is only in the last couple of weeks that three of those trucks have entered service. These trucks had an average of 150 faults. That is why it has taken so long for them to get out in the field.

So, it will be interesting in the longer term to see who will be asked to do the warranty work on these trucks. If Moore Engineering in Murray Bridge decides to branch out into other work because the South Australian government did not (*support*) them with this contract, they might be looking elsewhere to get that work done. Let us hope that it was not just over the Treasurer's desk and a matter of a fistful of dollars, because they will pay in the end if the warranty work cannot be done. If it is anything like the Queensland experience, there will be rather a lot of warranty work. There will be up to 30 full-time jobs lost (*in the region - Ed*). It was making plans and was just going through the public consultation process to expand its plant and put up another manufacturing facility on the site. That will all be put on hold now, and it is a tragedy, when it has been a priority client.

In my remaining time I want to give a history of Moore Engineering. It was established in 1976 and employed a specialised workforce of between 30 and 50 people, dependent on prevailing contractual agreements and requirements at the time. Its commitment to the local community is unquestionable. The company continually involves itself in supporting local sporting groups (the speedway, football and netball clubs) and is an ongoing support base for the voluntary sector of the community, involved with groups such as Trees for Life, the Anti-Cancer Foundation and the local fundraising B&S ball.

Also, in its commitment to the community, Moore Engineering always endeavours to use local suppliers and contractors wherever possible. A substantial amount of this work initially used to come from the emergency services sector. The company has developed a substantial network of diverse working relationships within the emergency services organisations and believes that in the longer term it will get more of this work.

Moore Engineering has built more than 400 units of varying types of emergency vehicle for the CFS, MFS and the State Emergency Service, as well as the resource sector in mining. The company is dedicated to providing an ongoing high quality service for the South Australian emergency service sector. It continues to provide a 24-hour on-call breakdown service, including a large range of spare parts for all makes and models of vehicles. I believe that these may be necessary when the other trucks finally come on line.