

speak and I thought it might be appropriate to have a combined meeting, but after a little while that was knocked on the head. I related my issues. They are very simple issues around public transport within the Latrobe Valley and direct access transport options for the Federation Training TAFE campus in Newborough.

17:50:00 They include transport between Sale and Maffra and opportunities for additional daytime midweek services; transport between Traralgon, Rosedale and Bairnsdale and connecting services with trains in our area; and transport links between Latrobe Valley and South Gippsland and interacting with those corridors and trains. This is not rocket science. This is the purview of the minister, and it is very disappointing that she has not responded and has been obstructionist, and I ask her to resolve this issue and enable me to bring my constituents' issues to a member of Public Transport Victoria.

Bus service contracts

Mr DAVIS (Southern Metropolitan) (17:50) — My matter for the adjournment tonight is for the attention of the Minister for Public Transport, and it concerns metropolitan bus services in particular. This house and indeed the other house, and indeed the community through the rallies that have been run by the Bus Association Victoria, have heard at length about the concerns that those in the bus industry have with the government's proposals. The renewal of contracts is contingent on the government's requirement that all assets be compulsorily acquired at the end of the contract, and that means buses, it means depots, it means intellectual property and potentially it means part of the workforce as well.

Many of the family-owned bus companies of course have been in operation for many decades and are not happy that they will lose their family-run bus operations. The minister has locked in with a very arrogant, I might say, and very nasty approach, which has seen the government push back at the bus companies. I have separately raised in this house my concerns about the behaviour of the bureaucracy in its approach to these negotiations and the threats that have been put out by parts of the bureaucracy.

I note that last week in the other chamber the minister told the bus association that they were wrong and the campaign of misinformation needed to stop. She also told the Liberal and Nationals members in the lower house that they could go and knock themselves out with respect to joining rallies about the concerns that people have. I pay tribute to the work that has been done by the individual bus companies and particularly the bus

association, with the 45 buses that were circling Parliament House last week. Certainly there were country buses as well as city buses, although the first phase of this is only city buses, but there was a belated and only partly believable communication to country bus groups to say, 'Don't you all worry, you'll be fine'. I think the minister needs to have a serious rethink. No-one believes that communication — no-one at all.

The minister needs to have a rethink, and what I am calling on her today to do is to take stock of the situation, to talk to the Minister for Small Business, to talk to her other colleagues in cabinet and to revisit this and actually negotiate directly with the bus association and negotiate an outcome that is fair to the community, fair for taxpayers and fair for commuters. That negotiation needs to start now, and she should ring the bus association immediately.

Arthurs Seat Eagle

Ms PENNICUIK (Southern Metropolitan) (17:53) — My adjournment matter is for the Minister for Energy, Environment and Climate Change, and it relates to the Arthurs Seat chairlift, which is now known as the Arthurs Seat Eagle. I first raised this issue in February 2016 on behalf of residents who were concerned about the adverse impacts on native vegetation landscapes and the local amenity that the sky lift would have. VCAT at the time decided it did not have the jurisdiction to look at these works and was unable to carry out a full assessment of the impacts of the proposal. I also raised then that Parks Victoria had not conducted any consultations or discussions or shared information with the local community, and VCAT confirmed that no feasibility study, no market research and no cost-benefit analysis or return-on-investment analysis had been conducted by Parks Victoria.

Nevertheless, the project went ahead, and there were a number of conditions that Parks Victoria was meant to oversee that the developer was meant to comply with. These include a stakeholder meeting that was set down in the VCAT conditions and was meant to take place and has not taken place after 12 months of operation. There is lots of greening work still to do, and it seems like the overflow car park is being used first instead of the second car park. The overflow car park is closer to the development. It was supposed to be still a garden area, but they use it in preference to the second car park. An interpretive centre at the top station has not been implemented, and an interpretive wall at the lower station has not been done. Parks Victoria has not completed its transition of garden works at the top station. Parks Victoria took away the children's