

s22 Irrelevant



If asked – Holden:

- We want a viable car manufacturing industry in Australia but Holden should clarify its future intentions; they owe it to their workers and to other suppliers
- Discussions between Holden and the Federal Government have been continuing and we have moved quickly in government to establish a Productivity Commission review of the car manufacturing sector

s22 Irrelevant



s22 Irrelevant

If asked – car industry:

- We want a viable car manufacturing industry in Australia but Holden should clarify its future intentions; they owe it to their workers and to other suppliers
- Discussions between Holden and the Federal Government have been continuing and we have moved quickly in government to establish a Productivity Commission review of the car manufacturing sector
- The Coalition is offering support, relief and certainty to the car industry
- The Coalition moved quickly in government to ensure we got rid of Labor's \$1.8 billion FBT tax albatross around the neck of the car industry
- And we're moving quickly to get rid of Labor's carbon tax which adds up to \$400 to the cost of every vehicle manufactured in Australia – making our industry less competitive internationally and unnecessarily holding back domestic sales
- If Labor was even half sincere it would get on board with the Coalition's positive actions to strengthen the economy and boost the prospects for car manufacturing in this country
- Labor belted the car industry when it was in government. Kim Carr in his book this year said: "Unfortunately the (Green Car Innovation) Fund was abolished, leaving international company executives wondering just what they had to do to get a consistent government policy commitment in Australia"

s22 Irrelevant

s22 Irrelevant

If asked – car industry:

- We want a viable car manufacturing industry in Australia but Holden should clarify its future intentions; they owe it to their workers and to other suppliers
- Discussions between Holden and the Federal Government have been continuing and we have moved quickly in government to establish a Productivity Commission review of the car manufacturing sector
- The Coalition is offering support, relief and certainty to the car industry
- Under the Automotive Transformation Scheme the car industry will receive around \$1 billion in government support to 2015 and around another \$1b from 2015 onward
- As well, the Coalition has acted in government to ensure we got rid of Labor's \$1.8 billion FBT tax hit on the car industry

- And we're taking action to get rid of Labor's carbon tax which adds up to \$400 to the cost of every vehicle manufactured in Australia – making our industry less competitive internationally and unnecessarily holding back domestic sales
- If Labor was even half sincere it would get on board with the Coalition's positive actions to strengthen the economy and boost the prospects for car manufacturing in this country

Labor's record on cars:

- Labor had no plan for the car industry; and having no plan and no vision, Labor belted the car industry
- In the last two years Labor broke \$1.4 billion of their own promised funding commitments as they chopped and changed
- That's on top of the carbon tax which slugged the sector with a further \$460 million bill, at the worst possible time
- Julia Gillard promised \$34m for Ford which she said would create 300 jobs – but inside eight months, 330 jobs were gone
- Julia Gillard announced \$215m for Holden saying it would secure its future in Australia until 2022 – but within months 670 jobs were lost
- That wasn't enough – then came a \$1.8 billion FBT tax slash at the industry – which Jay Weatherill said was a "bad decision" that "couldn't be worse"
- No wonder Kim Carr admitted in his book this year: "Unfortunately the (Green Car Innovation) Fund was abolished, leaving international company executives wondering just what they had to do to get a consistent government policy commitment in Australia"

s22 Irrelevant

s22 Irrelevant

If asked – car industry:

- The Acting Prime Minister has asked Holden to clarify its future intentions for manufacturing vehicles in Australia
- Holden should clarify its future intentions; they owe it to their workers and to other suppliers
- We want a viable car manufacturing industry in Australia. Discussions between Holden and the Federal Government have been continuing and we have moved quickly in government to establish a Productivity Commission review of the car manufacturing sector; hearings are already underway
- The Coalition is offering support, relief and certainty to the car industry
- Under the Automotive Transformation Scheme the car industry will receive around \$1 billion in government support to 2015 and around another \$1b from 2015 onward
- As well, the Coalition has acted in government to ensure we got rid of Labor's \$1.8 billion FBT tax hit on the car industry
- And we're taking action to get rid of Labor's carbon tax which adds up to \$400 to the cost of every vehicle manufactured in Australia – making our industry less competitive internationally and unnecessarily holding back domestic sales
- If Labor was even half sincere it would get on board with the Coalition's positive actions to strengthen the economy and boost the prospects for car manufacturing in this country

If asked – Holdens in Government high security fleet to be replaced:

- There were four bidders for the next contract for these vehicles; Holden did not bid

(The Prime Minister's flagship fleet of high security Holden limos is expected to be replaced with bomb and gas proof BMWs after government sources claimed Holden had failed to bid for a \$4m contract – Daily Telegraph)

Labor's record on cars:

- Labor had no plan for the car industry; and having no plan and no vision, Labor belted the car industry
- In the last two years Labor broke \$1.4 billion of their own promised funding commitments as they chopped and changed
- That's on top of the carbon tax which slugged the sector with a further \$460 million bill, at the worst possible time
- Julia Gillard promised \$34m for Ford which she said would create 300 jobs – but inside eight months, 330 jobs were gone
- Julia Gillard announced \$215m for Holden saying it would secure its future in Australia until 2022 – but within months 670 jobs were lost
- That wasn't enough – then came a \$1.8 billion FBT tax slash at the industry – which Jay Weatherill said was a "bad decision" that "couldn't be worse"
- No wonder Kim Carr admitted in his book this year: "Unfortunately the (Green Car Innovation) Fund was abolished, leaving international company executives wondering just what they had to do to get a consistent government policy commitment in Australia"

s22 Irrelevant

s22 Irrelevant



General Motors' world-wide restructure:

- In what has been a dark day for manufacturing in this country, Holden's announcement means 2,900 jobs will be gone by 2017 and thousands of jobs are at risk in up to 150 suppliers
- This was part of a world-wide restructure that amongst other things involved the closure of General Motors plants in Korea and the withdrawal of Chevrolet from Europe
- As the Managing Director of Holden has said, Holden has been hit by a perfect storm; high costs, the high dollar and low volumes and that explains the decision that they have made

- Now is the time for a strategic response to the difficulties in manufacturing and particularly to the difficulties in our motor industry. That strategic response starts with a review of the fundamental strengths of our country.
- It's a time for a candid and constructive conversation with the Australian people and it is time for a considered and a constructive response from Government. That is exactly what this Government will be providing in coming days
- We do have strengths in component manufacturing, we do have strengths in manufacturing, particularly for the mining sector, we have enormous strengths in research and development, in higher education and in biomedical science, in areas across South Australia and regions like Geelong in Victoria
- The Government will be announcing measures, in coming days that will build on the strengths that we have, and which will offer hope for the people of the regions impacted
- It will be a considered package of measures designed to rebuild confidence in the long-term economic future of those regions, in the long term future of manufacturing in this country
- It's part of our work to restore sound economic management to our nation, getting taxes and red tape down and boosting our export competitiveness

s22 Irrelevant

Car sector – we've moved quickly to repair Labor's damage:

- General Motors Holden has advised from Detroit that it will be closing a significant part of their operation in Australia and New Zealand by the end of 2017
- It's a decision that has been a long time in the making. It is a matter of regret GM is to phase down its operations in Australia. Holden has been an iconic brand and is part of our heritage
- Mitsubishi closed and Ford closed their operations in Australia – but Labor persisted with its hits on the industry
- We've worked constructively to provide a better environment for the industry. The Coalition wants to see a strong manufacturing sector in Australia, a sector that's strong, vibrant and able to stand on its own feet
- It's why we moved immediately to get rid of Labor's \$1.8 billion FBT smash on the car industry
- It's why we've moved as a first order of business to get rid of Labor's carbon tax, adding up to \$400 to the cost of every vehicle manufactured in our nation. Why won't Labor just get out of the way?
- Under the Automotive Transformation Scheme the car industry is to receive around \$1 billion in government support to 2015 and around another \$1b from 2015 onward
- Meantime, the AMWU is trying to force Toyota workers to put the stoppers on new arrangements to contribute to that company's viability in Australia
- Labor's crocodile tears won't fool anyone. The Coalition will remain focused on building a more competitive, productive, strong and prosperous economy for all Australians
- We'll work to pursue the best interests of Holden workers in South Australia and Victoria impacted by yesterday's announcement by General Motors

Labor's record on cars:

- Labor had no plan for the car industry; and having no plan and no vision, Labor belted the car industry

- In the last two years Labor broke \$1.4 billion of their own promised funding commitments as they chopped and changed
- That's on top of the carbon tax which slugged the sector with a further \$460 million bill, at the worst possible time
- Julia Gillard promised \$34m for Ford which she said would create 300 jobs – but inside eight months, 330 jobs were gone. Julia Gillard announced \$215m for Holden saying it would secure its future in Australia until 2022 – but within months 670 jobs were lost
- Then came a \$1.8 billion FBT tax slash at the industry – which Jay Weatherill said was a “bad decision” that “couldn’t be worse”
- No wonder Kim Carr admitted in his book this year: “Unfortunately the (Green Car Innovation) Fund was abolished, leaving international company executives wondering just what they had to do to get a consistent government policy commitment in Australia”

s22 Irrelevant



s22 Irrelevant

It's time for a strategic response for the manufacturing sector:

- As the Managing Director of Holden has said, Holden has been hit by a perfect storm; high costs, the high dollar and low volumes and that explains the decision that they have made
- Mr Devereux made it clear yesterday that the impact any assistance now would have been hypothetical; he said "we're already past that point....when we look at our business case in this country it just does stack up to the other options that we have"
- He said the carbon tax, which adds up to \$400 to the cost of every vehicle that's manufactured in Australia, was "not irrelevant" to General Motors' decision
- Now is the time for a strategic response to the difficulties in manufacturing and particularly to the difficulties in our motor industry. That strategic response starts with a review of the fundamental strengths of our country.
- It's a time for a candid and constructive conversation with the Australian people and it is time for a considered and a constructive response from Government. That is exactly what this Government will be providing in coming days
- We do have strengths in component manufacturing, we do have strengths in manufacturing, particularly for the mining sector, we have enormous strengths in research and development, in higher education and in biomedical science, in areas across South Australia and regions like Geelong in Victoria
- The Government will be announcing measures, in coming days that will build on the strengths that we have, and which will offer hope for the people of the regions impacted
- It will be a considered package of measures designed to rebuild confidence in the long-term economic future of those regions, in the long term future of manufacturing in this country
- It's part of our work to restore sound economic management to our nation, getting taxes and red tape down and boosting our export competitiveness

(Mr Devereux said GM in Detroit had made a decision Tues that the long-term business case "just didn't stack up", despite Labor's claims that more govt assistance would have kept Holden's plants open. "We were already past that point," he said in interview with ABC's Jon Faine. Devereux said the carbon tax was "not irrelevant" to GM's decision – The Australian)

Labor's record on cars:

- Labor had no plan for the car industry; and having no plan and no vision, Labor belted the car industry
- In the last two years Labor broke \$1.4 billion of their own promised funding commitments as they chopped and changed
- That's on top of the carbon tax which slugged the sector with a further \$460 million bill, at the worst possible time
- Julia Gillard promised \$34m for Ford which she said would create 300 jobs – but inside eight months, 330 jobs were gone. Julia Gillard announced \$215m for Holden saying it would secure its future in Australia until 2022 – but within months 670 jobs were lost
- Then came a \$1.8 billion FBT tax slash at the industry – which Jay Weatherill said was a "bad decision" that "couldn't be worse"
- No wonder Kim Carr admitted in his book this year: "Unfortunately the (Green Car Innovation) Fund was abolished, leaving international company executives wondering just what they had to do to get a consistent government policy commitment in Australia"

s22 Irrelevant