

HOUSE OF ASSEMBLY

Thursday 16 October 2003

The SPEAKER (Hon. I.P. Lewis) took the chair at 10.30 a.m. and read prayers.

HISTORIC STEAM TRAINS AND TRAMWAYS

Mr HAMILTON-SMITH (Waite): I move:

That this house calls on the government to—

- (a) take action in securing the long-term future of South Australia's historic steam trains and tramways with the provision of affordable insurance coverage from the Motor Accident Commission, the South Australian Government Captive Insurance Corporation or similar provider;
- (b) investigate the feasibility of an annual two week historic steam train and tramway festival managed by Australian Major Events and promoted to interstate, intrastate and overseas visitors; and
- (c) recognise that a vibrant historic steam train and tramway industry is vital to regional tourism.

I call on the government to decide whether or not it wants to have a historic tramways and steam trains tourist infrastructure capability in this state. I call on the government to decide whether it wants to see the historic tramways and trains gone from the state within 10 to 15 years, or whether it wants to build on decades of history and see the historic tramways and railways prosper. I ask the government to consider whether it wants to promote rural tourism or whether it wants to see tourism in our regions wither on the vine. I ask the government to decide whether it wants to diversify the range of tourism business opportunities in the regions or simply narrow them. Because, unless the government does something about saving the historic steam trains and tramways, they will vanish.

What has the government done since the opposition and the steam trains and tramways industry raised this issue and asked for them to act? What it has done is a bandaid stopgap measure designed to provide a short-term fix with no long-term prospects for a resolution. As a consequence of media releases by the Limestone Coast Railway on 27 June announcing that they regret that they will be closing and the Pichi Richi Railway on 4 July making the same announcement, and in response to lobbying and representations from a range of other steam train volunteers, local councils and so on in areas as far afield as Yorke Peninsula, Peterborough, Moonta, Cobdogla, St Kilda and SteamRanger Victor Harbor and Mount Barker, all that the Minister for Tourism could come up with under pressure was a stopgap plan—no doubt someone directed her to do something about it because it was causing the government bad press. She announced on 10 July that she would provide \$125 000 in the way of a special allocation on a one-off basis for this financial year only, with the object of helping the steam trains through their insurance crisis.

I seek to remind the house that that might save one or two of the trains for a few months, but it is not a long-term solution. This is typical of the hands-off approach of this government. It does not want to get involved. It does not want to get involved in anything. It is a do nothing government. This is a very good example of that approach at work. It is not the government's problem; it is the problem of the Historic Steam Trains and Tramways and the insurance industry. In this case, it is the insurance industry that is the demon, not lawyers. It is the insurance industry; it is terrible

because it has punted up the premiums. The government simply needs to come up with something better than this stopgap, bandaid fix. The Minister for Tourism says:

It is disappointing that the insurance sector continues to raise premiums by about 20 per cent, despite changes to the law.

So, let us completely blame the insurance industry. She goes on:

The funding will be offered to eligible organisations on the proviso that state government funds are matched by local government or other stakeholders.

So, let us fob the problem off further to other stakeholders. Let us run away from the issue. She says:

Heritage rail and tram organisations will also be required to review business plans and submit them to the South Australian Tourism Commission.

I congratulate her for that, at least. It shows some degree of cooperation between government and the tourist trains. I will be talking more about that later as part of this motion. Those who read *Hansard* and are interested in this issue should look at the media releases I mentioned earlier, from Pichi Richi and the Limestone Coast. They should also note the Local Government Association's media release of 13 July entitled, 'State should solve Pichi Richi liability.' The Local Government Association's then president, Max Amber, said:

The state government announced \$30 000 of assistance which is not much more than the stamp duty and GST it will collect on the \$111 000 of premium (up from \$20 000 two years ago) and doesn't provide any certainly to enable the train to operate in the future.

Following its visit to the northern areas, the Local Government Association said:

The state government should follow the Victorian government's lead and provide cover for such groups through the Motor Accident Commission.

In these circumstances, the LGA says that 'it is appropriate for the government to step in'. I think that is correct. It is appropriate for the government to get involved in this issue and not to run away from it. The Victorian government, the LGA says, 'has provided cover on a commercial basis in the same way as public transport operations are covered'. The president of the LGA said that such cover would be provided on an actuarial basis and not leave the government exposed. If a long-term solution is not found, the LGA says, the impact on small regional communities, which rely upon attractions such as these railways, would be unsustainable. The LGA is quite correct.

People who are interested in this issue should also note ABC Radio's coverage of it on 15 July when I, as shadow minister for tourism, and the Minister for Tourism were on ABC 891 putting forward the arguments for one side or the other. The Liberal Party's argument was that the government should do something to help the Historic Steam Trains and Tramways. The minister's argument was that the government should do nothing, in effect, other than apply a bandaid to the problem for a few months and hope that it will all go away.

Of course, the matter received considerable coverage on the ABC in Port Pirie. Kevin McNaughton and David Bland also dealt with the issue and, of course, that is not surprising, because it is an issue which is of great interest and importance to people living in regional South Australia. It is a matter of great importance to those people, to the volunteers of the Historic Steam Trains and Tramways and railways, to the small businesses, the bed and breakfasts, the restaurants, the town shops, the town communities—who hope to benefit from the visitors to those historic tramways and railways—and to all of those involved.

The government does not understand that these railways are a very important piece of the state's infrastructure. The government has made a great fuss through the Economic Development Board's work of the need to build infrastructure. Here is a living example and a living opportunity for the state government to pick up that cudgel and do something about it. Because once you let these railway tracks, steam engines and the fantastic supporting infrastructure which I visited at Peterborough, for example—it is essentially a railway workshop that has been well preserved and is available for touring and for use and support of the steam trains—go, so that it falls into disrepair and is no longer useable, it will be gone forever. It will finish up being bulldozed and put in the scrap bin, and you will never again have historic railways or tramways available in this state. Once they are gone, you cannot get them back. Most of this infrastructure has already vanished. That which remains should be prized, preserved and used. If it is not used it will be gone.

What we need from the government, as my motion calls for, is a long-term plan. We need the government to take some action to secure a long-term future for South Australia's historic steam trains and tramways. The way to do that is to make sure they are provided with affordable insurance cover. We, the Liberal Party, put to the government that a way to do that is to provide it from the Motor Accident Commission or the South Australian Government Captive Insurance Corporation, SAICORP, or some similar provider. There has not been a claim of any consequence—I am happy to be corrected by the government in this respect—from the historic steam-trains or railways in living memory. It is not as if anyone is asking the government to spend millions of dollars.

This is a low risk activity: it is not as if a great deal of risk is involved. There is also a moot point as to whether this infrastructure is private or public. I would argue that it is public infrastructure—that it is an historic piece of infrastructure that needs to be maintained on behalf of the people of South Australia. It is run by volunteers. This is not big business; this is not corporate welfare; and this is not throwing money at public companies. Rather, it is supporting volunteers; it is supporting small business; it is supporting local government; and it is supporting people in the regions who are trying to use their own initiative and do something to turn their communities around. Is the government interested? No it is not.

We all know where the problem lies. I am sure the Minister for Tourism—Her Royal Highness, as the member for Elder, described her some time ago in the chamber—has twaddled off to see the Treasurer, and the Treasurer has said 'Go away, Jane. I'm not interested. I'm the Treasurer,' so she has been sent scuppering back and had to go back and say, 'I'm sorry, but I can't get through the Treasurer'. We all know that the Treasurer over there is screwing down every minister, saying 'No, you can't have the money.'

Members interjecting:

Mr HAMILTON-SMITH: I note honourable members opposite interjecting. I am sure they are just as frustrated with the Treasurer as I am about a whole range of issues. If the Minister for Tourism cannot win her battles in cabinet, that is her problem. Unfortunately, the problem is then transferred down, in this case to the historic tramways and railways. What she needs to do is go and speak to the community, develop a good cogent argument and carry it forward to the Treasurer. She also needs to get her back-bench and her fellow cabinet members on side and make sure that she

carries her argument in the cabinet. That is if she has even put the argument to cabinet.

This is a very weak performance from a very weak minister. We want a result. The historic tramways and steamtrain volunteers, the local communities, want a result from you, Minister for Tourism: they want you to come up with a long-term plan, not just a further review. The government could extend protection to these tramways. It is good enough for the Victoria to do it, so the government should go and talk to Steve Bracks. It is good enough for Labor governments in other states to do it, but it is not good enough for our Treasurer and our Labor government to do it. They want to cut the historic tramways and steamtrain people adrift. Even a little bit imagination would help. My motion calls for the government to consider the feasibility of an annual two week historic steamtrain and tramway festival managed by Australian Major Events.

The reality is (and I have visited many of these steam trains) that they are all out there providing services to the public. Why not talk to them all and just see if you can coordinate them into a period of activity of, say, a couple of weeks, right around regional South Australia where you, in effect, create a regional steam trains festival? It would be something that you could promote through marketing literature to other parts of South Australia and other states. As the Member for Torrens clearly fails to understand, these people would probably fly into the airport in his electorate.

An honourable member: West Torrens.

Mr HAMILTON-SMITH: West Torrens, I am sorry. There is actually a lot of support, a huge following for these steam trains. There may well be, and I am happy to be corrected if the minister will direct her department to do some research on this, a large number of people who might very well be encouraged to travel to South Australia to participate in such a festival, which might be worked in with wine tourism and other regional tourism events occurring in the districts, so that we create another reason for people to come to South Australia. I am calling for the minister to investigate that and come back to the house to tell us if it is viable. If it is not viable, let us know; if it is, let us see what we can do to promote the historic steam train and tramway industry.

In summary, the opposition calls on the government and the Minister for Tourism to do something about steam trains. The minister has walked in. I hope she speaks on this motion. She has been remarkably silent on most of these motions, and I hope she explains why she is losing her arguments in cabinet. We call on the minister to do something for the steam trains: provide the insurance cover; come up with a long-term solution; follow up the bandaids that has been applied with some permanent surgery and some permanent treatment, so that the historic steam trains and tramways infrastructure is not lost to the state forever. Let us have a bit of creativity. I know we have not had a single major event proposed by this government in 18 months; here is an opportunity. Look at a historic steam trains festival. If it is not viable, let us know.

Time expired.

The Hon. R.B. SUCH (Fisher): I would like to make some brief comments about this issue, without necessarily endorsing what the Member for Waite has proposed or said. I am very passionate about steam trains. I used to travel to school on steam trains.

Members interjecting:

The Hon. R.B. SUCH: Not the James Watt version. This was a more modern version. We still had steam trains when

I had to travel to Goodwood Tech many years ago. I will not recount some of the behaviour that went on on those trains because it could incriminate people. I am passionate about steam trains and very appreciative of the efforts of people who contribute time and effort to maintain the historic trains. It is really a labour of love. They will never make any money out of it; they do not expect to be paid; they do not get paid. We have some fantastic resources here. I will not mention one in favour of the others but I pay tribute to those people because without their efforts the historic trains would have long since disappeared.

There is an issue with insurance, but I want to recount a positive aspect to this. During the break, I went to Western Australia and visited the Pemberton tramway, which is in the Kauri country—down in the tall timber country in the south-eastern part of Western Australia. The Pemberton railway is operating, and has been operating without any interruption. It runs large steam trains and diesel railcars. These trams and trains operate every day of the week and are very popular indeed.

Naturally, I raised with them how it is possible for them to maintain this service with regard to public liability insurance. They said it was no problem at all. What they have done is go offshore to get insurance cover. When I heard that, I spoke to the Minister for Tourism here, and I wrote to the Treasurer, asking if there is some reason why, in South Australia, the historic tram and train groups cannot access insurance in that same manner. The preliminary verbal answer given by government is that there is some restriction on groups getting insurance from overseas.

The Treasurer is looking into this matter, following my letter and discussion with him, to see whether there is some legal restriction, or whether it has been a traditional government policy that prevents groups such as historic tram and train organisations accessing insurance overseas. If you think about it, Lloyd's of London has been around for a long time, and I assume it still is around. I cannot understand why groups could not access insurance from overseas, as has been done by the Pemberton railway and the Pemberton tramway.

I hope that the Treasurer will check this, and I am sure that he will do so in his diligent way, and that if there is any unnecessary impediment it will be removed so that groups running these wonderful organisations can continue to allow not only tourists but also local enthusiasts and families to enjoy part of our cultural heritage.

My response to the member for Waite is that I appreciate he is well intentioned, and I am sure that he is trying to secure the future of these historic steam trains and tramways. However, I think there may be another way other than going down this path. Personally, I do not have a problem with it, but I do not know whether it is feasible and I do not know the implications of the Motor Accident Commission, taking the insurance on board; however, I am not opposed to it at first glance.

Again, I reinforce the issue that I have taken up some time back with the Treasurer, that is, to see whether or not groups here can do what the Pemberton Railway has done—namely, access appropriate and affordable insurance offshore so that we can have and continue to have the wonderful tramways and trains here that are part of our historic and cultural heritage.

Mr VENNING (Schubert): I rise to fully support the member for Waite and congratulate him on this very good motion this morning. I am an unashamed supporter and

enthusiast of steam trains and tramways, and some would call me a buff. If only I had more time to carry on some of these activities! I had—

The Hon. M.J. Atkinson interjecting:

Mr VENNING: I have not been called a buffer yet—a buffer zone. I have a good friend, Dr John Radcliffe, whom many will know in this place as a past director of agriculture. He is one of the leading enthusiasts of trams. Indeed, I believe he is an Australian expert on electric trams, particularly those that used to run in Adelaide, and is very much involved with the St Kilda Museum. By supporting this motion this morning, I pay tribute to all those volunteers and all those who support our historic tramways; we have several, and three come to mind. I congratulate them on the wonderful job they do.

Also, we must never forget that these activities give retired people a wonderful venue in which to serve their communities; to work together; to give their life another meaning after their working days have finished; and to allow their lives to be more meaningful and engaged in community projects such as this. If places such as Quorn, Peterborough, Victor Harbor or Goolwa were not there, what would these retired people do in their community?

We know that many of these volunteers travel large distances across our state to be involved, and a lot of them are retired experts who hold boiler certificates and who are old steam train drivers from yesteryear who are still actively involved. It is just brilliant to see them, and their enthusiasm is certainly infectious. In my retirement, which is a fair way down the track (pardon the pun), I certainly hope to be involved.

As has been said, we have some of the greatest assets in relation to steam trains. We have some magnificent tracks, particularly in the member for Stuart's electorate, such as the Pichi Richi Railway line which, every couple of years, gets longer, bigger and more interesting. It is one of the great train rides of the world. The Peterborough Steamtown is also doing extremely well, as is the Cockle Train to Victor Harbor; they are very successful. There are others, but they do not immediately come to mind. Not only do we have these great picturesque tracks that are currently being used but other tracks are out there waiting to be taken up, particularly the one to historic Kapunda. The track is still there. I have not seen a train on the line for some years; I believe we occasionally see a grain train, but nothing apart from that.

So, there is a historic railway line ripe for the picking, as is the line to the Barossa. Apart from the one stone train a day, we do not see any other train, because the wine train is currently in abeyance, and that is another shame. The government has done nothing about that; it should at least come on board and the minister should make some very strong inquiries as to what is happening. I know the wine train is a private venture, but I think we must be vigilant at all times, because it was an extremely successful venture. Why is it not operating? Is it again the same problem of insurance and indemnity? Is that the reason why we are not seeing the wine train operating? It has been off the rails for some six to nine months. I would hope that we see it back on line before Christmas or at least the summer months, because, of course, that is the most successful time for the train to be running. All these lines are fantastic assets that can be used for these magnificent steam operations. Of course, they are not only great lines but also very picturesque as they wind through our beautiful countryside.

We are also very blessed to have some of the greatest remaining steam rolling stock in Australia. You only have to go to this state's several museums to see the magnificent monsters of the past that are there. Most of them, although not all, are still operating and some are under restoration. It is great to see these huge monoliths of the past thumping down the steam rails, belching smoke. It gives most of us goose pumps, even those who are not enthusiasts. I think we all look back to our childhood with some affection, and these are the things of the past. We were all going to be train drivers, were we not? When we were first asked, 'What do you want to do when you leave school, sonny?', we were going to be a train driver. I wanted to drive one of those monsters. So, we have these great assets, which we should be promoting, and we should be looking after our volunteers and making sure that this actually happens. We should not be pulling up any more railway lines. I was the local member, and we should never have pulled up the line between Clare south down to Tarlee, because it is a great track. In fact, it is still being used very popularly as the riesling trail for walking and riding. It is a shame.

The Hon. M.J. Atkinson interjecting:

Mr VENNING: A wonderful thing, absolutely. I could not believe it. Mr Bannon was the premier, and I said, 'Okay, if you are going to close the line and pull up the rails, leave the bridges there at least.' But, no, they removed those bridges only to replace them within two or three years so that people could walk over them. I just could not believe it. They got scrap price for them. I battled like mad, and the only reason why the bridge at Yacka is still there is that I was able to convince the minister at the time was (I think it was Frank Blevins) to leave that rail there. I should have my name written on that bridge, because it is a fine structure.

The Hon. M.J. Atkinson interjecting:

Mr VENNING: Yes, we'll call it the 'Ivan Venning Bridge'. History will show that it is there because the local member fought to have it there, and I am somewhat proud when I see it. The local community of Yacka wanted to keep it, and we fought and it is still there. As the Attorney-General has just said, so should all those bridges on the riesling trail have been left there. We could be walking over the original cast iron bridges rather than the lightweight wooden ones which restrict their use to walking and bicycles only.

The Hon. G.M. Gunn: It should have motorbikes on it.

Mr VENNING: Yes, it would be very popular. It is a great walk, and I suggest that members who have not been on that riesling trail should do so. Again, not one single rail and not one sleeper should be pulled up, because they have these other uses. I note that we have come a long way since the last pull I am aware of, and that is probably five or six years ago now.

I spoke very affectionately about the Kapunda railway line. It is sad to see that it is not being missed. However, it has been maintained, so I will give the government credit for that. Although it is still being maintained, you would wonder for what, because it is owned by Track Australia. You would wonder why it is being upgraded. Kapunda is a great destination for the historic bus, because when it arrives there is plenty to see. Also, when discussing railways in Australia, you must not overlook the Riverton Railway Station. Anyone who has not been there should do so, because it is absolutely magnificent. People cannot believe that the beautiful buildings exist at Riverton—although 'beautiful' is hardly an adequate word. It is a great destination for an historic railway line.

The Hon. J.D. LOMAX-SMITH (Minister for Tourism): I would like to move an amendment to the motion put by the member for Waite, because his motion will have us all off the rails before too long. I am, indeed, a generous woman, but I have to say that I have been shocked by some of the things I have heard from the member for Waite. I did not think the day would come when anybody in this house would offer support for the insurance industry against those volunteer groups, railway operators, small communities, local government and the many members of our community who enjoy a whole range of community activities. Yet, today we have heard the apologist for the insurance industry. We have suddenly heard that the enemy here—the cause of all the pain—has been the government when, in fact, the insurance industry is squeaky clean. Give me a break!

I have been criticised for finding fault with the insurance industry. I am quite stunned by this, because any reasonable man or woman would suggest that the insurance industry has not been proper, fair, well organised and well managed, and has really brought many community and volunteer groups to their knees over the past two years. It has been unconscionable. This government has gone out of its way to produce legislative changes which have taken away the rights of individuals, that have reduced the opportunities of victims—

Mr WILLIAMS: I rise on a point of order, Mr Deputy Speaker. I wonder whether the minister realises that we are on Notice of Motion No. 1, which is about historic railways and not apologists for the insurance industry. The minister is somewhere else on the *Notice Paper*.

Members interjecting:

The DEPUTY SPEAKER: Order! The Attorney-General, the member for Reynell and others are out of order. The motion refers to insurance. There is no point of order.

The Hon. J.D. LOMAX-SMITH: I absolutely reject any assertion by the member for Waite that we are at fault in this insurance crisis. The insurance industry has brought this upon the community by its profligate and ill-managed industry activities. This government has gone to great lengths to try to get community volunteers and organisations off the hook to find ways of allowing them to operate. That has meant very hard decisions for this government. We have gone as far as is humanly possible in dealing with IP reform and tort reform and looking at ways forward for the community at some cost. I will not accept any view that the government is at fault; it is the insurance industry. Our amendment suggests that we recognise the significance and importance of not a vibrant historic steam train and tram way industry but a sustainable one.

There is no way that this government can pay insurance levies from now till kingdom come in order to keep the trains on the rails. We have to find a way of working with CHRTSA, which is the organisation of heritage railway operators, to make it possible for them to be sustainable. We have given a commitment to work with them, which we have done, and that involves finding ways to have them work together to make applications to insurance companies in a mutual scheme. We have worked with them to find proper occupational health and safety in all asset risk reduction activities that will allow their insurance premiums to be reduced. We have worked with them to look at their business plans, to look at whether their businesses are sustainable in their current forms, and we have found a rescue package.

So, I can tell the house that the Yorke Peninsula Railway Preservation Society runs as we speak. It is running, thanks to our scheme and the fact that they are working with the

Lions Club, with special purposes insurance. I have to tell this house that the St Kilda Australian Electric Transport Museum—

Members interjecting:

The DEPUTY SPEAKER: Order, the member for Davenport! The minister has the call.

The Hon. I.F. Evans: I thought she said they were riding on the back of the Lions Club insurance.

The DEPUTY SPEAKER: I suggest that members have an early night when they can.

The Hon. J.D. LOMAX-SMITH: The St Kilda Tramway Australian Electric Transport Museum is running; the Pichi Richi Railway Preservation Society is running; the Steam-Ranger Victor Harbor Railway is running; the National Railway Museum, Port Dock, is operating; and the Limestone Coast is about to resume or has just resumed. The only railway preservation society that is yet to keep running is the Peterborough Railway Preservation Society, where there is some possibility that it may be a static display. By anyone's consideration, the current state of the historic railway organisations in this state is operational—the businesses are running. We are looking towards a sustainable outcome, not a short-term, bail them out, pay them money option, but a way of making business plans, business strategies and ongoing sustainable insurance through the provision of proper risk management procedures.

On top of that, we are supporting the heritage railway organisations by working with them on new activities, new festivals and new events. In particular, we will be funding festivals in the next year, and we have agreed to fund new festivals for the railway sector. I am at a loss to see how the idea that one should launch a two-week historic steam train festival, which is to be launched on top of the already difficult industry sector, will be the way of saving the historic steam train sector.

For those who are interested, I advise that we have agreed to fund another festival next year, a special festival of steam trains, and that funding will produce a sustainable event. Rather than writing project plans on the back of envelopes, I suggest that the house supports our amendments. I therefore move:

Leave out all words after 'government to' and insert—

- (a) secure the future of South Australia's historic steam trains and tramways by working with them to enable the provision of affordable insurance cover;
- (b) investigate the feasibility of further historic steam train and tramway festivals—

Members interjecting:

The DEPUTY SPEAKER: Order, the member for Waite! The chair cannot hear.

The Hon. J.D. LOMAX-SMITH: That is what we are doing and will continue to do. My amendment continues:

- (c) recognise that a sustainable historic steam trains and tramway industry is an important contributor to cultural and regional tourism.

The Hon. I.F. Evans: How can she speak to the amendment before moving it?

The DEPUTY SPEAKER: There is no restriction on when it is moved as long it is moved within the allotted time. The amendment has been moved and seconded and it will be voted on when the motion is dealt with.

The Hon. G.M. GUNN (Stuart): I am pleased to have the endorsement of the Attorney-General. His endorsement of other candidates has cost his shop assistant friends a lot of money to no avail. I look forward to the next battle.

Members interjecting:

The DEPUTY SPEAKER: Order! It is hard to hear the sensitive member for Stuart with his voice in a delicate state.

The Hon. G.M. GUNN: I have in my constituency the Peterborough Steam Town operation and Pichi Richi, which are both important features on the tourist calendar and it has been most unfortunate that these people have been affected by the escalating costs of public liability insurance. The steam train that used to run from Peterborough to Orroroo and up to Eureka was important to that community and the people running it have done a very good job. They have collected a huge amount of rolling stock and equipment and preserved it and prevented it from being destroyed and scrapped.

Some years ago, I had considerable involvement with the community at Peterborough in saving the railway line to Eureka. The great pity is that the people running AN then vandalised the line between Eureka and Bruce. If the railway line was still in place it would have been a great steam town tourist attraction. Also, the people involved in running Pichi Richi provide a unique tourist outing and it is very popular and very important to the communities of Quorn and Port Augusta. It has been supported by both the state and federal governments and large amounts of money have been put into it.

The rail line is owned by the South Australian government and it is important that we do everything possible to ensure that these operations are able to continue and ensure that the volunteers are supported in numerous ways. The minister is apportioning all the blame to the insurance industry. We know certain insurance companies have been poorly managed, HIH for a start. However, the adoption of the American system of suing people for whatever one's mind thinks of has created this difficult situation and we have to look carefully at the system they have in New Zealand and ascertain whether it is adaptable to South Australia to ensure that these excessive insurance premiums do not put small communities out of business.

I strongly support the rail's continued operation. It is the role of government to support the tourist industry and there is a role to look at these institutions carefully, to assist them with their management and assist them in meeting their obligations. I do not think Pichi Richi has had one accident. It has run a very good train system. If one goes to Quorn and looks at the old railway station and the workshops, one will see that a huge amount of volunteer time has been put in to upgrade the situation. It has been supported by the Corporation of Port Augusta and the Flinders Ranges council and the same applies at Peterborough.

This parliament has a role in supporting and ensuring the continuation of these organisations. If it is necessary to legislate to protect them against frivolous and unnecessary litigation, we should do so. I support the member for Waite in his desire to bring this matter to the attention of the parliament and it is something to which we have to give our attention in the next few months to ensure that these railway systems continue into the future and provide unique opportunities for overseas tourists to experience and enjoy riding in a steam train. I support the action taken by the member. I say to the minister that she does not want to be too sensitive about these issues, because the member has drawn the attention of this matter to the house and generated some discussion, and that should be good. At the end of the day we should all be working towards ensuring that these operations continue.

Mr RAU (Enfield): Mr Deputy Speaker—

Mr Hamilton-Smith: The voice of commonsense.

Mr RAU: That's it. I would like to say a few things about this important resolution and, in particular, I would like to support the amendment moved by the minister. I come at this as a person who is very interested in model trains—and real trains, for that matter. I have two young children who frequently make me go down to Port Adelaide to the Railway Museum, and we have to go through this Thomas the Tank Engine exercise where they hop in the train and go around and around. There are lots of trains there. So, I am interested, and I appreciate the very moving words of the member for Schubert when he talked about how he got a lump in his throat every time he saw a train puffing by; I understand what he was talking about.

In relation to this proposition advanced by the member for Waite, he talks about affordable insurance coverage. I think we should pause for a moment to think about what is involved in that. There are two things: first, an assertion that it is not affordable at present; and, secondly, an assertion that the government should somehow play a role in making it affordable in the future. Regarding the first of those propositions (that is, that it is not affordable at present), let us not forget why that is so. It is not affordable at present because a bunch of people had the time of their lives during the 1980s and 1990s throwing big parties, selling a lot of premiums way below what they knew was the proper price for those premiums, spending more money than they had, and basically investing on the big casino, sticking their money on 52 black, the whole lot of it, all the money going on one chip. Of course, the inevitable happened: we got HIH and all these characters with no money. What do we hear about why this has gone on? We hear criticism—

Members interjecting:

The DEPUTY SPEAKER: Order! The member for MacKillop is not only on the wrong train but he is at the wrong station and he should return to his seat.

Mr RAU: What do we hear about why this crisis has come up? It is greedy quadriplegics—greedy lawyers, silly judges; nothing about stupid managers of insurance companies, nothing about ripping off the public, nothing about hopeless prudential regulation by the federal government. You characters over there have been driving the bus federally for seven years. You have been in control of the federal prudential regulator for seven years, and what did you do to stop HIH, to control the federal government with all the levers and all the controls? You are like Bob the Builder on the big bus: pulling all the levers but none of them are the right ones.

Your federal colleagues have pulled the wrong levers for seven years, and the result is HIH, and then you had the temerity—after your mate, Bob the Builder has been pulling the wrong levers for seven years—to say to us: fix it, and use public funds to underscore the insurance—and, by the way, it's your fault that puffing billy isn't going up and down the street any more. Absolute rubbish!

I would like to get clear what you are asking us to do. You are asking the state government to get involved in the insurance business again. Speaking personally, I come from the old school, and I do not think that is a bad idea. I am a troglodyte.

Members interjecting:

The DEPUTY SPEAKER: Order! The member for MacKillop will be warned shortly if he does not return to his seat.

Mr RAU: What fascinates me is that you blokes—particularly the member for Waite, who I understand is on the pointy end of your party—are advocating what amounts to a socialist policy. He seems to be comfortable jumping into bed with unreconstructed, strange lefties like me, who seem to think that the government does have a role in the public sector. He is jumping onto our side of the fence and saying, 'We like this socialism stuff.' I think it is really puzzling. I think that, if I was in the member for Waite's place, I would quietly just say, 'Okay, I will accept the amendment,' because it would save him the embarrassment of having to go back to his party room and say, 'Listen, chaps, we really want to go in for some social change on the left side of the spectrum.' Realistically, if we start insuring steam trains, where will we finish? Where does it then go? Is it then the horse trials, then the rose show—

The Hon. I.F. Evans: Through Tourism SA you do cover horse trials.

Mr RAU: Well, let us have a look at that. I am sure that that is on the *Notice Paper*. We are congratulating everyone else: we will get to the horse trials eventually. Even the member for Schubert is getting a run next week. The member for Schubert is to be the subject of one of these motions next week for his efforts in relation to certain activities here. But I do not want to spoil it for next week, because I am working on a speech for the member for Schubert. I want to spend a bit of time working up something, because a tribute really should be done properly. So, I am not going to be distracted today.

I want to return to this very important topic of steam trains. I am all in favour of steam trains, as I said. My daughter has Thomas going up and down the hallway in our place virtually every day; she loves Thomas. I am into trains; I like them. But the government's being the insurer and guarantor of these things is just not workable. What we need to do is look at the great commonsense in the minister's amendment. As I listened to that amendment, I thought to myself, 'My goodness, this is right on the money.' I can now sit down, comfortable in the knowledge that the minister's amendment will be carried because of the overwhelming commonsense associated with it, and that the member for Waite will not be embarrassed by having a socialistic type of proposition with his name attached to it carried by this chamber.

Mr GOLDSWORTHY (Kavel): What an interesting contribution the member for Enfield has just given us. If that is not a classic example of contradictions within a 10 minute contribution, I do not know what is. He started off by saying that the government will have nothing to do with an insurance scheme to look at public liability insurance for organisations that are run predominantly by volunteers. Then, about two-thirds of the way through his contribution, he said that he personally supported some sort of centralised insurance scheme. It really is a glaring example (and I will just be brief in these comments, because I want to get to the substance of the debate) of how government members are poles apart on their policy. The Treasurer has said that hell will freeze over before the government looks at any sort of centralised insurance scheme, particularly public liability insurance, but then we have the member for Enfield—and I have a very high degree of personal regard for the member for Enfield; I think he is a very good member, a very good person—

Mr Williams: We should put up a motion about that!

Mr GOLDSWORTHY: The member for Enfield talked about the motion relating to the member for Schubert next week. Maybe we can put something on the *Notice Paper* congratulating the member for Enfield and saying what a tremendous member he is.

The DEPUTY SPEAKER: Order! I think the member for Kavel should come back to the substance of the motion.

Mr GOLDSWORTHY: It is a glaring example of the differences in policy that these members of the government possess. This is an important motion moved by the member for Waite, and I certainly support it. I have a high level of reservation for the amendment moved by the Minister for Tourism. I have keen interest in this issue because Mount Barker is the major regional centre in the electorate of Kavel, which I have the privilege to represent in this place. Mount Barker, and Mount Barker railway station, is the base for the SteamRanger Tourist Railways. As I said earlier, these initiatives are manned by volunteers, who get a small amount of funding. By and large, it is all handled by volunteer contributions. SteamRanger volunteers do a tremendous job. If any members are in the Mount Barker region, I certainly encourage them to look at what SteamRanger does. They have enormously big workshops next to Mount Barker railway station in which these massive locomotives are housed, not only steam-driven locomotives but also electric-diesel locomotives, and they are progressively restoring them, by and large, on a voluntary basis. I have been taken on a tour of these workshops, and the work that these people undertake is tremendous.

Every year in May, we have the opening of what is known as the SteamRanger's Steamup at Mount Barker, and quite often they also incorporate a jazz festival with the weekend's activity. This year it was my pleasure to be given the privilege to open the festival. We were graced with the presence of the member for Heysen, who was also one of the distinguished guests at the opening of that festival. The festival is strongly supported and sponsored by the District Council of Mount Barker. They are extremely strong supporters of many community events throughout the district council region. Mr Barry Wilkins, a very highly skilled and efficient officer of the Mount Barker council, does a tremendous job in promoting, running and overseeing these activities in the region.

SteamRanger runs from the Mount Barker railway station to Strathalbyn on a weekly basis. On some occasions it also runs through to Victor Harbor. A recent development to promote tourism in the district has seen SteamRanger run to a location called Gilbert's Siding, which is in the Currency Creek area. Part of the tourism initiative is that it takes passengers to Gilbert's Siding, where they get off the train and onto a bus to be taken to one of the wineries; they have a great time at the winery, return to the train and go back to Mount Barker. That initiative has been recently undertaken to further promote tourism in the district.

The Mount Barker branch of the Liberal Party is holding a fundraiser in November, and we are taking the SteamRanger from Mount Barker to Strathalbyn. We will have dinner—

Members interjecting:

Mr GOLDSWORTHY: Certainly, you all will get an invitation.

Mr Williams interjecting:

The DEPUTY SPEAKER: Order! I do not know what the member for MacKillop had in his cereal this morning, but

it is having an effect. The member for Kavel has the call and the member for MacKillop will listen.

Mr GOLDSWORTHY: Thank you, Mr Deputy Speaker. Everyone will get an invitation, even members of the government. I am happy to extend an invitation to them to support fundraising for campaign funds for the Liberal Party. This is a very important part of the tourism industry, not only for Mount Barker and the Hills area but also for South Australia as a whole.

The member for Waite has brought a very important issue before the house. He has put forward a solution to the current public liability insurance crisis that we still face in this state. The government, one way or another, needs to make a decision and not procrastinate about the issue. Legislation has been introduced into parliament to help resolve this issue, but more work needs to be done. As I said, the member for Waite looks at a solution to the problem.

Before coming to this place, I had a career of more than 20 years in the commercial field, in corporate life, and I have seen decisions made within that sphere that led to matters that ebb and flow, and the insurance industry is no different. Legislation has been introduced that looks to reduce the liability of insurance companies and payouts awarded by the courts. There is established legislation that reduces the liabilities of insurance companies. But what do we see? We see no reduction in premiums. The insurance industry has a window of opportunity and it is literally cleaning up.

But what I see—and I have seen this in commercial corporate life—is another window of opportunity opening, whereby an astute insurance company, either domestically or internationally, will see a market opportunity and identify that this parliament has reduced the liability of insurance companies through the public liability insurance issue, and it will come into the market and will be writing policies hand over fist in the not too distant future.

Time expired.

Dr McFETRIDGE (Morphett): In March last year the factional freight train that we see on the other side just happened to flick onto the right track at the right time. They are so lucky that they have just departed from an economic station that has loaded that train with not only the caboose but also a load of gold and goodies. But the economic pathway that this factional freight train on the other side is going along is, unfortunately, all downhill. When they came into government they were like Puffing Billy, saying, 'I think I can, I think I can.' Over here we were saying, 'No, they can't, we know they can't,' and we just had to close our eyes. Unfortunately, they were given a gift when they were handed government last year.

What do we see? We see lots of rhetoric, as was proved last night in this place. They had an opportunity to unscramble their eggs, live up to their rhetoric and back the member for Mitchell's amendment. But no: they endorsed Liberal Party privatisation policies. And I suggest everybody should read that.

The Hon. S.W. KEY: Sir, I have a point of order.

An honourable member: Aren't you sensitive?

The DEPUTY SPEAKER: Order!

An honourable member: You're very sensitive.

The DEPUTY SPEAKER: No, the chair is very sensitive.

The Hon. S.W. KEY: My point of order is that I am not sure that this is relevant to the motion. And I must say that I

am really concerned that members on the other side all seem to be 'trainsexuals'.

The DEPUTY SPEAKER: The member for Morphett probably could be described as the member for metaphors, but that is his call. If he wants to be metaphorical, he can. The member for Morphett, or metaphors, whichever he prefers, has the call.

Dr McFETRIDGE: They have called me the member for dogs and cats and the member for trams. I do not mind. I am very proud to be in this place to represent not only the people of Morphett but the people of South Australia. I try to make the point that this government has an opportunity to govern for all of South Australia. It was given a bounty beyond its wildest dreams, and now it has the opportunity to show some social justice, some social responsibility, and to live up to its socialist welfare background and start spending on South Australia.

The economy of South Australia will support the government's stepping in and helping out volunteer groups. That should not happen in June next year. The government should continue to give them some backing, some guarantees, so that other supporters will continue the fine volunteer groups we have in South Australia, particularly in the case of these historic tram and railway organisations. Every member knows that I am passionate in this place and that I have spoken many times about our historic trams. I am delighted to see that the government has taken up some of my ideas and that it intends to upgrade and extend the tram lines and to maintain some of the historic trams.

Mr Williams interjecting:

Dr McFETRIDGE: It said that it is going to. The honourable member is right. The member for MacKillop said that the government is going to. I just hope the rhetoric matches the words. It wants to do that for all of South Australia. I have had many discussions with the Historic Tramways Society. The tourists who visit the Bay love the historic trams. I have had some very preliminary discussions with the people at Adelaide Shores about moving the tram museum from St Kilda down to Adelaide Shores, linking it up with Glenelg and expanding the big picture of historic trams in South Australia.

I can guarantee one thing, though, the government will not put any money into that. I can see the Treasurer cringing now. The historic trams are one small part of the historic railway network in South Australia. One has only to look at the Port Dock railway, the Pichi Richi railway, the Limestone Coast railway, and the SteamRanger. The list goes on and on. When I was a kid it was great to go down to St Kilda to look at the historic tramway. Never did I think that it would be in jeopardy of closing, because these sorts of things always go on; they are always there for the kids, and they should be.

This is where this government needs to step up, but not with short-term solutions and certainly not with economic rationalist statements such as we have just heard from the minister. It is very important that this government preserve the heritage of South Australia while maintaining the economy so that the heritage can be on display not only for South Australians but also for the millions of tourists who come here each year. The government seems to forget that South Australia has many tourist destinations, but the historic trains and trams are a vital part of that. Historic trains and trams are a vital part of the \$3.4 billion that tourism expenditure puts into the South Australian economy.

The trams and trains are important attractions, especially for the 44 000 people employed in the tourism industry in

South Australia. I was lucky enough this morning to have breakfast with one of the hotel managers in my electorate of Morphett, overlooking the beach. We could look back up Jetty Road and see the trams coming down the road. On average, on any weekend, 48 000 people come down to the Bay—3 million in any year. I want to maintain the historic trainways down there; I want to maintain the historic trainways around South Australia so that the tourists who come to the Bay will have somewhere else to go in South Australia, whether they are train buffs or just want to look at the wonders of South Australia in a leisurely way.

This government needs to get back on track, back to where it said it was going to be when it ran those campaigns way back in late 2001, early 2002. It said, 'We are going to be here for all the people of South Australia.' That is not the case. All we have got is a Treasurer who has locked up the state's coffers in the caboose. The factional freight train is running down the track. We are not sure, but it is going to come to a junction very soon. I tell members that there is no light at the end of this tunnel. We are going down a dark tunnel of doom with this government. What we need from this lot opposite is some real leadership. We do not want—

The DEPUTY SPEAKER: Order! The member for Enfield has a different metaphor.

Mr RAU: I am just looking through the standing orders. I am sure there is one that says that excessive use of metaphor is disorderly, but I just cannot put my finger on it!

The DEPUTY SPEAKER: I do not think there is a point of order, and I do not think there is a metaphor there. The member for Morphett.

Dr McFETRIDGE: I appreciate the member for Enfield's input. Look, I know that all those on the other side are passionate about South Australia. They would not be in this place if they were not willing to put their own lives, their own reputations and their own families on the line. I appeal to them: they have got a ticket to ride. It is not just a weekly ticket; it is a four-year ticket that they have over there and there is no return ticket unless they conduct themselves properly.

Mr RAU: On a point of order, Mr Deputy Speaker, has anyone found that standing order yet!

Dr McFETRIDGE: Mr Deputy Speaker, I have got more ups and downs here than some of the railways that I have been on! Let's not hear any more clickety-clack from over there: let's hear the smooth running of a sleek machine.

Mrs Redmond interjecting:

Dr McFETRIDGE: Unfortunately, I do not have the carriage of the bill in this house, as much as I would like to. I think I could set them back on the right rails—

An honourable member: Or on the right track.

Dr McFETRIDGE: It is a bit like the old tramline down Jetty Road—it has a few corrugations in it and it does need regrinding. At the moment we have the monkeys, not the organ grinder, over there. So let's continue on with preserving South Australia for all South Australians and the rest of the world. Ask any tourist in the world what they like about Australia: they like the Barrier Reef, Ayers Rock, the Sydney Opera House and Kangaroo Island. What they have not found yet is the 'Manhattan of the south'—Glenelg—and we are about to explode onto the world scene. There is that fantastic development, and they will get there on the historic trams, and when they are not down at the Bay they will travel on our historic railways, if this government stays on the right track.

Members interjecting:

The DEPUTY SPEAKER: Order! Before calling the next member, I point out that 10 minutes is a maximum: it is not a minimum.

Ms CICCARELLO (Norwood): I do not know whether I should follow the member for Morphett because as English is my second language I cannot come up with the same sorts of metaphors that he has. However, I certainly support the amendment. I have had a long association with trams, although not with steam trains. When we first came to Australia we lived in Paradise for two years, and then moved to Norwood. So Norwood is pretty special—if you leave Paradise. But our house was at the terminus of the Paradise tram so we caught the tram to Paradise every day. My father worked for the MTT—he was a tram driver. So, I have very fond memories of the trams in Adelaide, although I have not been able to use the trams to Glenelg as often as I might have liked.

Norwood, also, has a very strong association with trams because, in fact, both the first horse-drawn and electric trams went up the Norwood Parade, and one of the mayors of Norwood, Buik, was one of the instigators of getting the trams there. I had the good fortune of going out to St Kilda when I was the mayor of Norwood and I was able to drive the tram. I think, if memory serves me correctly, it was the number 42 which used to go to the Norwood Oval. I was taken out there by Mr David Williams, who was the former town clerk of the Corporation of St Peters and who had been a volunteer at St Kilda for many years. They certainly do a wonderful job out there restoring those trams.

I do not see what the opposition would have against the eminently sensible amendment moved by the minister. I have often said that the member for Waite must take grumpy pills on Thursday mornings as he always gets a bit cross and he is always accusing us of not having done anything since coming to government. They are always contradicting themselves. On the one hand, they say we need to be fiscally responsible and, on the other hand, it is 'Spend, spend, spend'. You cannot really reconcile the two. We have put a budget in place, and anyone who manages a budget, even a household budget, knows that, once you have budgeted for something, you cannot pluck extra money out of the air for another project, even though you might like to. The minister has said that she would investigate the feasibility—

Members interjecting:

The DEPUTY SPEAKER: Order! It is hard to hear the member for Norwood.

Ms CICCARELLO: —of further festivals, whereas the member for Waite has indicated that he would like to investigate the feasibility of a two-week festival. I do not know where he got the two weeks from or on what basis that would be. I think enough time has been taken up with this motion. I do think that our historic trams and trains are of great significance to the state but, at the same time, we cannot just appropriate money willy-nilly for whatever takes our fancy. I think that the amendment is eminently sensible and I support it.

Members interjecting:

The DEPUTY SPEAKER: The house should come to order! The member for Heysen deserves to be heard in silence, which will be a change.

Mrs REDMOND (Heysen): It will also be a change for someone to speak about the motion, so I will do that as well. Before doing so, I will comment that I was surprised by the

member for Enfield indicating his support for the proposed amendment because, if he looks at the wording of the amendment, he might find that there is a little difficulty with that. However, I will leave that for the member for Davenport, who I understand will also speak to this motion. I do support the motion. The historic steam trains are an important aspect of our tourism industry, and train buffs from all over the place go to various places specifically because they love going on trains. I remember years ago going to Quorn and travelling on the Pichi Richi Railway. I remember one wonderful trip that I did on another Liberal Party fundraiser on the SteamRanger from Mount Barker in the company of the foreign affairs minister (Hon. Alexander Downer) and the then deputy prime minister, Tim Fischer, who is a well-known train buff.

As the SteamRanger travelled through the back blocks of Mount Barker and a number of cars were held up at the crossings, it was delightful to see the looks on the people's faces who were in the cars when they saw the foreign affairs minister and the deputy prime minister waving at them casually from the doorway of the train. It was a sight to behold. I received probably the best piece of political advice I have ever received on the night of that particular function. Tim Fischer made a speech and said that he had made it a practice in government never to make a speech for longer than two minutes and 47 seconds. I think that is something to which we should all aspire, noting your comments earlier, Mr Deputy Speaker. I certainly do not intend to take up the time of the house.

As already mentioned by the member for Kavel, the SteamRanger train based at Mount Barker, which is a wonderful electorate, then travels into the electorate of Heysen, an even more wonderful electorate. However, the SteamRanger weekend has been made into a community event and every year the wonderful Mr Barry Wilkins, who is the director of tourism and events for the Mount Barker council, has increased the scope of the fair and the festival held on that weekend. It now includes jazz bands, food, wine and all sorts of other activities, but it is all connected to people visiting the area primarily because of the SteamRanger. That occurred in May of this year. It was a bleak weekend, but not only did the member for Kavel and I have the pleasure of going on a short trip on the SteamRanger but we also had the pleasure of visiting the workshops and sheds, which, I must say, I think the male members of parliament certainly enjoyed more than I did. It was interesting to see the amount of interest and the passion of these people who are volunteers, who spend hours and hours, in ways that I cannot imagine, fiddling around with bits of strange metal and cleaning out old machines and getting them going again.

They received an enormous amount of public support and even got Mitsubishi Australia to develop some new pieces for them because, of course, when you are restoring an old train, it is not easy to get some of the parts. They told us that they would have had to raise something like \$40 000 but for the fact that Mitsubishi in Adelaide very kindly did the production for them of, I forget what it was—

Mr Goldsworthy: A heat exchange unit.

Mrs REDMOND: A heat exchange unit, the member for Kavel informs me. No wonder I did not remember.

The Hon. S.W. Key: It was interesting that he did.

Mrs REDMOND: It was interesting to me that Mitsubishi Australia put in the effort, the money and the time required to give them this helping hand free of any charge to them because it is so community focused. There are huge numbers

of people involved in SteamRanger. I would encourage my husband, for instance, to go along. He is the world's leading non-handy man. He could learn a lot from going to one of these sheds and experimenting with some of the machinery in there. For those who are interested in that sort of thing it is certainly worthwhile.

The other brief comment I wanted to make about this concerns an issue raised by a number of speakers earlier in this debate, and I refer to insurance. I make it very clear that I hold the view quite firmly that this government should re-enter the insurance market. If not the general insurance market, then at least the insurance market so far as it concerns providing insurance for not-for-profit organisations. The minister spoke about the fact that there have been all sorts of amendments to improve the situation. I hate to be the bearer of bad tidings, but what those amendments did, in reality, was to improve the situation for the insurance companies. There are now fewer circumstances in which they have to pay out. There are now limits on how much they have to pay out. Did that make any difference at all to the premiums they charge? No. Indeed, they increased their premiums even more.

Following my election to this house I was somewhat surprised when I read my first budget because I had always understood that, when a big department like the health department is a self-insurer, it meant that it simply did not pay an insurance premium and, when there was a claim against it for whatever reason, it managed it and paid it out itself. When I read my first budget I discovered that there is, already in existence, a government insurance office that receives premiums and manages the whole thing for those self-insured government departments. So, there is not even the element of having to set up a new bureaucracy. There is absolutely no reason, in my view, why the government could not extend the operations of that insurance office to allow all the not-for-profit and small organisations, which are the ones being hardest hit by this insurance crisis, to simply take out insurance and pay a reasonable premium—none of them are saying that they do not want to pay a premium. When you get to the point where to hold a stall involving putting a trestle table on a couple of legs or whatever you call them—

An honourable member: A platform.

Mrs REDMOND: —yes, a platform—to sell some bulbs—

The Hon. S.W. Key: You are not very practical, either.

Mrs REDMOND: No, I am not very technically minded. When you get to the point of doing that, and having to pay \$800 in insurance to sell things at that trading table for a morning, it has become ridiculous and impossible for these small organisations to continue. I am very much of the view that, if the insurance companies will not face commercial reality and provide insurance at a reasonable rate, it should be provided in competition by the government, through the government insurance office. It is the best thing for the government to do to help the people of this state, because there are so many organisations—coming back to trains again—which run the various historic steam train and similar type facilities around the state. They are a huge boost for our economy when they are operating. They are wonderful for tourism and they are great for our volunteers, but the government does need to get behind them. For that reason I support the motion.

Mr WILLIAMS (MacKillop): What an interesting morning this has turned out to be. Like the member for Heysen, I would like to address the motion and, indeed, the

amendments moved by the minister. Before doing that I will briefly talk about the Limestone Coast Railway, which operates in my electorate and the electorate of the member for Mount Gambier.

I happened last week to be in the little township of Kalangadoo, which is just outside my electorate and in the electorate of the member for Mount Gambier. I was transacting some business in that township and was talking to one of the locals, who said how important the railway is to that little town—and it is quite a small town. It was first built as a railway town and was a major terminal for that region of the South-East. But, since the closure of the South-East rail network in 1995, the town has obviously had no trains running through it, apart from the Limestone Coast Railway which, in more recent years, has been running a tourist train.

The tourist train runs out of Mount Gambier, through Kalangadoo to Penola and, occasionally, on to Coonawarra, or the Penola racecourse, which is in Coonawarra, or it takes the other line from Mount Gambier down to Tantanoola and Millicent. It is a very popular train for tourists. In the little township of Kalangadoo, a chap is running a business providing afternoon teas, Devonshire teas, and probably even lunches, and so on, for the people who come down on the train on a Sunday afternoon, or whatever. It is quite important to a small community such as Kalangadoo to have the retention and continued operation of the train run by the Limestone Coast Railway.

So, the railway is important to the small community of Kalangadoo, but it is also very important to Penola, which has built itself around tourism over recent years. It is probably almost 20 years since it started going down this track. The main street of Penola is busier on a Saturday afternoon or any time on a Sunday than it is on any other day during the week, in my opinion, judging by the number of tourists who come because of the specialty tourist-type businesses that are running in that town. Of course, they are again supported by the operation of the Limestone Coast Railway.

I am making the point that these historic railways are a very important part—and, in many communities, a vital part—of the tourism infrastructure. Without them, the tourist dollars that currently flow into those communities would just disappear.

I commend the member for Waite for bringing this motion to the house because, if it does nothing else, it has brought to the attention of many members the significance of these historic railways, particularly to the tourism industry and to the smaller rural communities. To be quite honest, with the current government, these communities do not have a lot going for them in relation to government services.

Paragraph (a) of the motion calls for the government to take action to ensure that these historic steam train and tramway operators have access to affordable insurance. That is exactly the same as the minister's amendment would provide, and it goes on to state a couple of other things to which I will refer in a moment.

The member for Heysen has said that it was fascinating that the member for Enfield talked about the insurance industry and suggested that those words indicated that there was something wrong. I think he agreed that there is something wrong, when many organisations cannot get affordable insurance cover. He also went on to say some very interesting things.

I was very disturbed by the member's comments when he blamed part of the problem on what he referred to as 'greedy quadriplegics'. I have some concern with that comment, and

I think he may live to regret it. However, I totally agree with him in regard to greedy insurance corporation executives. I think there are plenty of those in this country, and there are also plenty of greedy lawyers. I am sure that the member for Enfield understands where I am coming from.

There have been significant problems in the insurance industry recently, and I think that the member is correct in saying that, set in their historical context, those problems probably emanate from as far back as the 1980s.

The difference between the member for Waite's original motion and the amendment moved by the minister is that the member for Waite has suggested that if we cannot get affordable insurance there is a way around it, that is, allowing not for profit volunteer organisations to buy their insurance—and I emphasise the word 'buy'—through at least one of the government instrumentalities or organisations which already provide insurance to the government. The member for Waite is suggesting the Motor Accident Commission or the South Australian Government Insurance Corporation, and his motion also provides: 'or similar provider'.

So, the member for Waite is not suggesting that, all of a sudden, the government move into a sphere of operation that it is not already occupying. The reality is (and I think government members would have us believe otherwise) that the government is already in the business of insurance; it is already in the business of insuring public infrastructure. And, for goodness sake, what are these historic steam trains if they are not public infrastructure? They are certainly running on public infrastructure, that is, the rail. I would also suggest that they could be referred to as public infrastructure in that their machinery is publicly rather than privately held. I have no problem whatsoever with the government taking on board the responsibility of helping these organisations to be insured through an existing government organisation specifically set up to cover this sort of public risk.

I cannot see why the minister would want to amend paragraph (a) other than that, as the member for Waite indicated, she keeps getting belted every time she goes into cabinet; and we know whom the minister is getting belted by. She is getting belted by the Treasurer, just like every other minister in the government and, I am sure, every backbencher who takes a proposition to the Treasurer. That is the problem, and that is why the minister wants to change paragraph (a) of the motion: she is sick of being belted by the Treasurer and does not know how to stand up to him.

Why does the minister want to change paragraph (b)? Basically, the only change she has made is to suggest an annual two-week festival. I do not see why the minister has a problem with that, but she particularly does not want it to be managed by or have any investigation carried out by Australian Major Events, and/or be promoted to intrastate, interstate or overseas visitors. Basically, what the minister is saying by amending paragraph (b) is: 'I don't want the Department of Tourism to have anything to do with this. I don't want this to be on my desk; get it off my desk, because I don't want anything to do with it.' Quite seriously, that is the way she has handled this issue from day one, that is, by saying, 'I don't want it on my desk.' So, I do not like the minister's amendment to paragraph (b).

Concerning paragraph (c), the only difference I can see between the minister's amendment and the member for Waite's original motion is that the minister does away with the word 'vital' when talking about the relevance of these historic steam trains and tramways to regional tourism and inserts the words 'important contributor'. Well, she is playing

semantics there. I do not expect the Minister for Tourism to understand what is 'vital' outside Adelaide, and nor do her colleagues in the cabinet or on the back bench, either.

However, members on this side have spoken at length about how vital the operation of these historic railways and tramways is to tourism in regional South Australia. So, again, I do not particularly like the minister's amendment to paragraph (c). I certainly support the motion as moved by the member for Waite, and I hope the whole house sees this for what it is and supports it, because it is an important motion for the benefit of tourism in South Australia.

The Hon. I.F. EVANS (Davenport): I rise to speak to the amendment moved by the Minister for Tourism and member for Adelaide. In moving her amendment, the honourable member began by saying that she was a generous woman. There are two propositions in that statement, and I contest the first and I will accept the second on its merits. I tackle the word 'generous' from this aspect. The government is essentially riding on the coat-tails of Lions Clubs with some of its insurance in relation to these historical trains and tramways. Ultimately, that means that those volunteers have to pay a higher membership subscription to fund the insurance premium that carries the risk. That is why I do not think it is a generous move by the government regarding what has happened to the historic steam trains and tramways.

I do not support the member for Adelaide's amendment. It is impossible to implement, because it will not bring a conclusion. In part, the amendment seeks to amend the motion as follows:

... by leaving out all the words after 'government to' and inserting:

- (a) secure the future of South Australia's Historic Steam Trains and Tramways by working with them to enable the provision of affordable insurance cover;

How does anyone work with a train or a tram? The answer to that is that you physically cannot do it. The minister has moved an amendment that is physically impossible to deliver. The member for Enfield said that his experience was largely to do with talking to Thomas the Tank Engine. Obviously, the minister is going to take up the same philosophy. Given the way the amendment is drafted, it is physically impossible to enact the amendment. The amendment should be ruled out of order, because there is no way that you can possibly secure the future of South Australia's historic steam trains and tramways by working with them—'them' being the steam trains and the tramways.

I can just imagine the member for Adelaide going to Port Adelaide with the member for Enfield and talking to Thomas the Tank Engine about how they are going to solve the problems with the historic trains and tramways. The whole amendment is out of order. That is why I was a bit surprised when the member for Enfield, who is normally sharper than he displayed today, got up and said that he supported the amendment. My best guess is that he has not read the amendment, because I am sure the member would have picked up that the amendment was impossible to implement.

I want to make some more serious comments in relation to this matter of insurance and not for profit groups. The member for Enfield commented that the government should not be insuring things such as horse trials. I interjected at the time that the government did insure horse trials—until, of course, it decided to cut that program. The government insures all sorts of things such as rose gardens and car races such as the Clipsal 500. It goes through and makes donations

to all forms of voluntary or even profit groups. Of course, the Labor Party had a policy at the 1997 election to donate \$10 million to the South Australian National Football League. If you can make such a donation for a grandstand, why can you not make a contribution to the Pichi Richi railway or any of the not for profit railway organisations that operate around our state?

The Member for MacKillop makes a very good point. What happens with these historic tramways and trains is that they become part of the social culture, and part of the social infrastructure of the district. At what point do they become indispensable? By way of example, I put to the government that, if the Christmas pageant was going to fold because of lack of insurance, the government would cover that insurance cost, because it is part of South Australia's social fabric, as the member for West Torrens might describe it. These railways are just as important to the Pichi Richi area, the Limestone Coast or Victor Harbor—in the areas in which they run, these historic railways are just as important. The question really becomes: at what point does the government step in and help them get over their insurance costs?

The member for Heysen made a valid point in that we have made amendments in this house and insurance premiums have not come down. The insurance industry tells me that is because the new laws have yet to be tested in court to see whether the court interprets them the same way as the parliament intends them to be interpreted, because insurance is a long tail industry, it will be some years before a reduced premium flows through the system, if it does at all. Other factors will come into play. It will be very hard to measure whether there has been an insurance reduction as a result of the changes.

This government, like the previous government, insures volunteers and volunteer organisations. The Friends of Parks organisation is covered by government insurance through an agreement, to the best of my understanding, between the Minister for the Environment and Conservation and the Treasurer. There is usually a sign-off to say that the government will cover the activities of the Friends of Parks because they work in government parks on behalf of the state. There are other avenues for the insurance aspect of this measure to be picked up by the government which could help the matter to be resolved in the long term.

Perhaps the parliament could take up an idea that exists in some American states, where they have decided to introduce legislation for certain venues and activities so they are exempt from public liability issues. For instance, baseball stadiums in some states have been exempted, so, if a spectator at a baseball stadium gets injured, that person cannot sue. That was introduced because the cost of the insurance was forcing spectators out of the sport. My understanding is that some states have exempted some stadiums from the capacity of the spectator to sue so that the sport remains viable. So, there are other innovative ways for the government to look at the problem that the not-for-profit train organisations have in relation to the cost of insurance.

The other point I make is that the government, through the Office for Recreation and Sport, spends around \$15 million on grants to various sports programs. All that goes to not-for-profit sporting clubs. Why does the government give \$860 000 to the racing industry but will not help these not-for-profit train organisations? There are hundreds of examples where the government donates or gives money on a regular basis to the not-for-profit sector, but for some reason it does not have the same interest in the not-for-profit train

sector. The government needs to look more carefully at the shadow minister's motion and should reword its own amendment, because it is unworkable.

Mr MEIER (Goyder): I foreshadow an amendment to the amendment, and I seek your guidance, sir, as to whether you want me to move that now or address the issue generally first.

The DEPUTY SPEAKER: You can address it and move it at the end of your contribution.

Mr MEIER: Thank you, sir. In my electorate is the Yorke Peninsula Rail Preservation Society, which runs the train from Wallaroo to Kadina to Bute, and it hopes to extend the line from Bute to Snowtown in the future. Yorke Peninsula Rail was one of the tourist railway groups that suffered first from the massive increase in premiums for public liability insurance. It closed for the better part of nine months—it might have been closer to 12 months—and it looked as though the hundreds of thousands of dollars of infrastructure that the volunteers had worked so hard to get, including a diesel locomotive, several carriages of 1912 vintage, I think, and several red hen railcars, would all come to nought. As many members would be aware, they were able to rescue their operation through Lions International because a new Lions Club was formed at Wallaroo called the Lions Club of Yorke Peninsula Rail. Lions International therefore is able to use its insurance to cover Yorke Peninsula rail operators.

To say that the tourist railway system is important to South Australia is a complete understatement. It is vitally and increasingly important. Tourism has taken off in no uncertain terms over the past five to 10 years and people are always looking for something to do. Yorke Peninsula Rail, since being recommended under Lions International, has taken so many hundreds, if not thousands, of people on its railway. I have identified to this house before some of the magnificent attributes of that rail journey, including being able to see kangaroos in their natural state. On one occasion when I was riding in the train a kangaroo decided to try to keep pace with the train and for kilometre after kilometre this kangaroo kept up with the train and was about a half a kilometre away all the time. All aboard the train were fascinated, and two overseas tourists on the train said that they had been all around the world and that it was the best experience they had had anywhere. That is the type of thing we can offer them in South Australia.

The insurance issue will kill the rest of the tourist railways if this problem is not overcome. It is very pleasing that the member for Waite has moved this motion, calling on the government to take specific action to ensure the long-term future of South Australia's historic steam trains and tramways with the provision of affordable insurance cover from the Motor Accident Commission, as well as to investigate certain other items. I cannot speak highly enough of them because the railways themselves have huge costs.

In the case of the Wallaroo to Bute railway line, only a few weeks ago one of the four motors on the diesel locomotive burnt out. The cost to repair that, once the motor was taken out, was \$16 000. There is only one place in South Australia that can rewind a motor. Then there was the cost of removing and reinstalling the motor. I stand to be corrected, but I think the total change-over cost for the motor was about \$25 000. Imagine how many train trips they have to make—they are all volunteers; no-one gets paid—to cover \$25 000. There are three other motors that could go and it is not surprising that they are looking at getting a couple of super chooks—the last of the red hens—from Victoria. The Premier

and Minister for Transport would know that the question of getting government assistance was raised at the community cabinet meeting. The minister also knows that the issue was brought up and I thank the government for the help it has given.

We have now had the Minister for Tourism move amendments to what is an excellent motion, which would take away all the possibility of getting the government to cover this insurance. It only talks about 'investigating and recognising'. Therefore, I wish to move an amendment to that amendment. I move:

Insert after paragraph (c):

- (d) Consider all options for affordable insurance, including the viability and desirability of using the Motor Accident Commission (MAC) or the South Australian Insurance Corporation (SAICORP) or the offshore non-Australian Prudential and Regulatory Authority approved insurers if commercial insurance fails.

Obviously, this foreshadowed amendment brings back into reality what the member for Waite seeks to achieve: that tourist railways not be ignored by the government and that some real help be given to them, because these are only band-aid or stop-gap measures so far, as many of my colleagues have highlighted so very well in their contribution. I would like to compliment them all on their excellent speeches and the information which they have provided and which emphasises to this house and the people of South Australia the importance of this industry.

The Parliamentary Secretary to the Premier has done a very good job in promoting volunteers, and I know that she would be 100 per cent supportive in ensuring that all tourist railways are able to continue. We have hundreds of volunteers working on these railways and providing magnificent benefits to our state, including great recreation facilities for tourists from both within and outside our state and from overseas. I urge all members to support my amendment to the amendment.

Ms RANKINE (Wright): I thank the member for Goyder. He is one of the few members opposite who have actually recognised the extensive work that this government has done with volunteer organisations since coming to government, and he has encouraged volunteer organisations in his electorate to become involved in the process that we put in place to develop a partnership between the state government and the volunteer sector.

There is absolutely no doubt that insurance issues are impacting on volunteer organisations. The member for Elder made a very clear and pertinent reference to the cause of the problems. Clearly, it is about the abject greed and incompetent management of insurance companies. The present situation that we are in was not caused by the government or volunteer groups, but it is the community who are paying for this mismanagement and greed.

The government has not been sitting on its hands. As has been mentioned, legislation has gone through this house, and it has had the very strong support of volunteer organisations. They recognise what the state government is trying to achieve in relation to this legislation. We have also instigated a great deal of training for volunteer organisations in relation to risk management. So, it is not just about the cost of insurance; we have been out there trying to help organisations reduce the risks to their volunteers and to assist them in their dealings with their insurance companies when negotiating policies. This training has been very much welcomed, and there has

been a large take-up rate. There is a very strong demand for the risk management training that the state government has been providing.

There has been a lot of confusion amongst many volunteering community organisations about when they need to have insurance. I think that, in many instances, volunteer organisations have paid an enormous amount of money for insurance when they have not needed it. Indeed, I was concerned the other day, when I attended an AGM of a community support organisation that was located in the premises of an overarching community organisation, to hear that it was advised by its insurance company that it needed public liability insurance. I think the organisation paid out quite a lot of money for an insurance policy that it probably did not need.

This government has been working with and listening to members of the volunteer sector in relation to their concerns. We have been providing support and assistance—the sort of support and assistance they have identified they needed. That is not something about which members opposite and the previous government knew very much. They are very good at beating their chests and making a big noise, but they are not so strong on delivering anything of substance. Yesterday, and for many days previously, we have heard the Deputy Premier talk about the circumstances relating to the Mount Gambier Hospital. We also heard yesterday that our Minister for Health was the very first health minister to go there and talk with the nurses in that hospital about what is going on.

An honourable member interjecting:

Ms RANKINE: No, it is not surprising: it is the way in which they operate. The opposition, when in government, tried to direct and control the volunteer community (as it is doing today). One would have thought that, by now, they would have woken up that the volunteer community will not cop that. We have listened to members of the volunteer sector, we have worked with them and we have developed a partnership agreement with them, which is something that the former Liberal government could not achieve.

This document is not just a warm and fuzzy document: it is one of considerable substance. It contains real and substantial commitments by both the volunteer community and also the state government. Amongst those commitments is a commitment to work with members of the volunteer sector, and to consult with the volunteer sector in relation to policy and legislation that impacts on them. We are doing that: we are working with them. The document also commits the volunteer sector and the government to working together (and let me stress the word 'together') to address insurance issues that are impacting on the volunteer community, and we are doing that. We are working with members of the volunteer sector. We are not directing them, as members opposite want to do. We do not want to control the volunteer sector, like the former government did. We do not need to threaten them, to keep them silent, like the previous government did. They had to sign agreements to remain silent if they wanted funding from the previous government. We are engaged with the volunteer community, and we are working through those issues with them. The volunteer sector does not want direction—

Mr WILLIAMS: Sir, I rise on a point of order. If I heard the member correctly, I believe she said that the previous government threatened volunteer organisations to keep them silent. I think that was what she said. I think that is unparliamentary, and I ask her to withdraw.

The DEPUTY SPEAKER: It is not a point of order. It is a matter for debate.

Ms RANKINE: The fact of the matter is that, in funding agreements that the previous government had with the volunteer sector, there were clauses that prevented them from criticising the government or the minister who provided the funds. If that is not a threat, I will go he!

Mrs Redmond: You will investigate volunteers?

Ms RANKINE: No, we are not investigating volunteers.

Mrs Redmond interjecting:

The DEPUTY SPEAKER: Order! The member for Heysen has made her contribution. The member for Wright will ignore the member for Heysen.

Ms RANKINE: I will ignore the member for Heysen, but she continues to show the house how little she knows about working with the volunteer community and what its needs are. The volunteer community does not want direction: it wants consultation and good communication. It wants to maintain its independence. It is assured of that by this government. Together we will work with the volunteer community to address the issues it has identified.

Mr HAMILTON-SMITH (Waite): In closing the debate, I thank all members for their contributions. On behalf of regional South Australia, I am most grateful for the determination to see a just and proper outcome in this debate for regional South Australia. I think it has been very worthwhile. Shortly, we will vote on this matter. I want to recap the key arguments to ensure that members are certain of what will happen at the committal of the vote. My motion has sought to ensure that the steam trains and historic railways can continue to operate. They have been trying to get commercial insurance and they have failed. The increases in the premiums are such that they face closure around the state and around the country.

My motion calls for the government to do what it can to help them to gain affordable insurance but, if that fails, essentially, to use the Motor Accident Commission or SAICORP as a way of providing affordable insurance for those railways and tramways. It does not mean that the government cannot charge a premium to the historic railways and tramways: it can. In fact, it will make a profit out of it because very few claims have ever been made. It simply says that if they cannot get commercial insurance, then they need to look at affordable insurance from the Motor Accident Commission or SAICORP. It also asks the government to look at an historic steam trains festival and to recognise the importance of these assets to our tourism infrastructure.

The minister has lost the argument in cabinet. She does not want to use the Motor Accident Commission or SAICORP to extend cover to these people at an affordable rate, because she has lost her argument with the Treasurer. She has made an amendment that seeks to dumb it down. It dumbs it down by saying that it calls on the government to work with the tramways and railways to enable provision of affordable insurance cover. Of course, it does not accept that at the end of the day, if they cannot get commercial insurance at an affordable rate, the MAC or SAICORP should be used, charging a fee to provide affordable cover. It escapes that commitment. The amendment dumbs down the motion so the government has a way out. It will not have to use SAICORP or the MAC. But it has recognised—and I give the minister and the government credit for this—that there is benefit in an historic steam trains festival—and I look forward to further detail on that.

The opposition has moved an amendment to the minister's amendment. We have inserted a new paragraph that calls on the government to consider all options for affordable insurance, including the Motor Accident Commission and SAICORP and non-APRA approved insurers, if commercial insurance fails. What we have inserted into the minister's amendment through our amendment to the amendment is the requirement that, if they cannot get commercial insurance at an affordable rate, if that cannot be done, if they face closure in the long term because they cannot get insurance, the government should at least consider the MAC or SAICORP as an option—charging a fee—or an offshore non-APRA approved insurer to provide that cover. Members should remember that it is at the Treasurer's insistence that the tramways and railways people use APRA approved insurers that is causing them to pay such a big premium. If, as in other states, he waived that, then they could get affordable insurance offshore. So, I agree with the minister and the government that there may be a commercial outcome here. But by amending the minister's amendment we have simply reinserted the requirement that, if the commercial options fail, the Motor Accident Commission and SAICORP ought to be there as a consideration. That is a very reasonable request.

We will vote on the amendment to the amendment, which is our proposition to reinsert the Motor Accident Commission and SAICORP as an option of last resort if commercial options fail. I want the house to support that amendment to the amendment and, on behalf of regional South Australia, I really hope that it is carried. We will then go on to put the motion as amended, and this is a moment of truth for the house. Does it want to support regional South Australia, does it want to support tourism, does it want to consider all the options available or does it want to take the government's bloody-minded approach of refusing to get involved in this important problem? I urge members to support the opposition's amendment to the amendment and to support the motion.

The house divided on Mr Meier's amendment to the Minister for Tourism's amendment:

AYES (17)

Brindal, M. K.	Brokenshire, R. L.
Brown, D. C.	Buckby, M. R.
Chapman, V. A.	Evans, I. F.
Goldsworthy, R. M.	Gunn, G. M.
Hamilton-Smith, M. L. J.	Kerin, R. G.
Kotz, D. C.	Matthew, W. A.
McFetridge, D.	Meier, E. J. (teller)
Redmond, I. M.	Venning, I. H.
Williams, M. R.	

NOES (22)

Atkinson, M. J.	Bedford, F. E.
Breuer, L. R.	Caica, P.
Ciccarello, V.	Conlon, P. F.
Foley, K. O.	Geraghty, R. K.
Hanna, K.	Hill, J. D.
Key, S. W.	Koutsantonis, T.
Lomax-Smith, J. D. (teller)	Maywald, K. A.
McEwen, R. J.	O'Brien, M. F.
Rankine, J. M.	Stevens, L.
Thompson, M. G.	Weatherill, J. W.
White, P. L.	Wright, M. J.

PAIR(S)

Hall, J. L.	Rann, M. D.
Scalzi, G.	Rau, J. R.
Penfold, E. M.	Snelling, J. J.

Majority of 5 for the noes.

Amendment to amendment thus negatived; amendment carried; motion as amended carried.

PARLIAMENT, DIVISIONS

The DEPUTY SPEAKER: Before I call on the next item of business, I point out that, during the committee stage of the Passenger Transport (Dissolution of the Passenger Transport Board) Amendment Bill last night, from the chair, I said, 'I understand that a new police officer is on duty who is not familiar with the rule about locking the door.' For the sake of fairness, and for the record, the police officer informs me that he was aware of the rule, that he turned the lock but, for some reason, the lock did not properly engage and, to that end, I accept his word.

ELECTRICITY, INFRASTRUCTURE

Mr HAMILTON-SMITH (Waite): I move:

That this house calls on the government to—

(a) take action to ensure that ETSA removes all power poles for which Development Assessment Commission approval was required but not given;

(b) consult with councils and communities regarding their concerns that ETSA, in conjunction with Hutchison 3G Australia Pty Ltd, are erecting infrastructure in the metropolitan area which is in excess of current electricity distribution needs; and

(c) reveal how much Hutchison 3G Australia Pty Ltd has paid ETSA to create this additional infrastructure.

I would particularly like to draw this motion to the attention of the Minister for Urban Development and Planning, the Minister for Environment and Conservation and the Minister for Infrastructure, because it deals with a very alarming development in the suburb of Mitcham but also a development which will touch other suburbs. It has to do with an abuse which is occurring, whereby ETSA is removing power poles that have a low impact and replacing those power poles with very high impact infrastructure, for the express purpose of then subleasing that higher-impact massive infrastructure to Hutchison 3G Australia Pty Ltd so that they can put telecommunications towers on top of it. Not only that, as it transpires, there is joint ownership between Hutchison—

The DEPUTY SPEAKER: Order! I ask the Minister for Transport and the member for Chaffey please to find a seat, and other members who are standing also to do likewise.

Mr HAMILTON-SMITH: There is joint ownership and joint financial arrangements between Hutchison 3G and ETSA that are very cosy in relation to this deal. This should be something that stops every metropolitan member in Adelaide in their tracks. I have available some photographs of the impact of these extraordinarily large towers, and every member should view them. What is happening is that there is a loophole in the law that enables ETSA to erect extraordinarily large poles for the purpose of power but, of course, it does not stop them from erecting an electricity pole which is far bigger and taller than that required for the purpose of carrying electricity. It is a loophole. So, what they are doing is taking the small ones down and putting the massive ones up, and putting telecommunications towers on the back of them.

I have a photograph here that I want to show members opposite. It will shock them to see the massive impact that this has had on some of the residents in Waite. Not only that, but also it is opening up a rift within the Labor Party—between the federal and state parties—and I will explain why

shortly. In addition, the government, through its department, is treating the residents of Mitcham with sheer contempt.

The main thrust of the problem is that there are some issues relative to state planning which need to be drawn to the attention of the house and which have certainly been drawn to my attention by the residents whom I represent. ETSA Utilities claims to be exempt from the South Australian Development Act pursuant to section 49A. I emphasise that the lines feeding the substations in my electorate are of 66 000 volts, and this would appear to indicate, pursuant to schedule 14(a) of the applicable development regulations, that the construction of new facilities is not exempt within the terms of that section. On this basis, it seems apparent that an application pursuant to the Development Act 1993 was required. It is my view, and the view of my residents, that such an application should have been made. It has not. It should be pointed out to the house that particular legal relationships exist between Hutchison Telecoms and ETSA Utilities.

I understand and am advised that Hutchison Australia is a majority shareholder in Hutchison Whampoa Limited. Hutchison Whampoa Limited, in turn, is a majority shareholder in Cheung Kong Infrastructure Holdings Limited, which is also a minority shareholder in Hong Kong Electric Holdings, being the other 50 per cent shareholder in ETSA Utilities. The corporate relationship is clearly set out in various places, and if members look at the ETSA web site, they can explore it. This corporate relationship tends to show that there is a significant legal relationship between Hutchison Telecoms Australia and ETSA. It is a concern because ETSA Utilities does have certain exemptions and privileges accorded to it under state planning laws. It can erect power poles and, in terms of the planning approval process, it does not have to justify how big those power poles are. I put to the house that it would be inappropriate if Hutchison Telecommunications remains able to use its shareholding relationship with ETSA Utilities to gain some sort of advantage in terms of planning regulation by using ETSA's exemptions for the purpose of constructing its own facilities, which have little to do with power transmission but a lot to do with their need to have telephone communication transmission devices on top of high, prominent places in the city. It is simply wrong.

I have written to the government about this on behalf of my constituents. In fact, I wrote to the Minister for Infrastructure (the Minister for Energy as he then was) and also the Attorney-General seeking their advice. I got the real red tape run-around. I received a reply from the then minister for energy which really dodged the whole issue and said that it was nothing to do with him. I received a similar reply from the Attorney-General. They referred me to the Minister for Urban Development and Planning, but, to date, there has not been anything forthcoming from him either that deals with the concerns raised by my constituents. I seek some feedback from the government on behalf of the people I represent as to whether or not the government will champion their cause. Will it be the Minister for Environment and Conservation, because this is having a massive impact on the quality of life in Mitcham; will it be the Minister for Infrastructure, because all these devices I have discussed are infrastructure; or will it be the Minister for Urban Development and Planning?

However, could someone please do something? I draw to the attention of the house that not only is this a problem for Mitcham South Australia but there has been a court case in New South Wales. In that court case, Hutchison has been forced to dismantle scores of high-tech mobile phone towers

that power its three videophone networks after the High Court rejected an application to repeal a court ruling that ordered the removal of a tower in south Sydney. I refer members to *The Financial Review* of Wednesday 8 October for the full details. Hutchison contractors were subsequently required virtually to break into a particular park and remove the 22 metre high offending tower early one morning. Members need to see the size of these constructions. This is occurring not only in Adelaide but also around the country. Mitcham council has a matter before the court seeking to resolve this dilemma. It has been left to Mitcham council to spend ratepayers' money to go to the courts to resolve this matter.

On behalf of my constituents, I simply ask: where is the state government? We have had some feedback from the state government. My constituents have been dismissed by the Minister for Urban Development and Planning through his department. I refer to a letter dated 2 October 2003 from Mr Roger Freeman, Principal Planner, Assessment Branch, Planning SA. He writes to my residents, and he says:

I refer to your inquiry to the Development Assessment Commission. . . The construction, reconstruction or alteration or addition to a building (or structure) contained within an existing electricity substation is exempt from requiring development approval pursuant to Schedule 14A (a)(iv) of the Development Regulations Act.

He says to my constituent:

While there is no specific exemption in the Development Regulations for the movement of powerlines, the Commission is satisfied that raising the powerlines by approximately two metres is a trivial matter which is incidental to works that do not require approval in accordance with the Development Act 1993.

He says:

Therefore the Commission will not pursue this matter any further with ETSA Utilities.

So the Minister for Planning is not going to pursue the matter any further; not only that, he regards it as a trivial matter.

I am going to ask one of the clerks to transport a photograph of what is happening in my electorate to the Minister for Planning, who I note has just entered the chamber. I urge him to look at what is going on in Mitcham. I urge him to imagine what it is like when residents visit their parents, or their grandparents, in a block of home units and find these monstrous constructions right at their back door. This is going to happen not only in Mitcham, but elsewhere. Not only has the minister not responded to me, but he has had a letter, that has come my way, from Senator Penny Wong, his Labor Party colleague.

She has put to him the very same arguments that I have put to him. She has asked for a response. This was back in September. I do not know if the minister has replied to his colleague, but I hope he has, because she is raising the same points I am raising. The constituents of Mitcham are very distressed about this. I am very distressed about it on their behalf.

An honourable member interjecting:

Mr HAMILTON-SMITH: The minister says the standard line from the Labor state government: 'It is not our fault; it must be somebody else's fault.' At this stage, he saying that it is the federal government's fault. All I am asking for from the minister and from the government is some leadership. If it is the federal government's fault, has he written to the federal minister? Has he held meetings with the federal minister, and has he taken the matter up?

The Hon. J.W. Weatherill interjecting:

Mr HAMILTON-SMITH: I take it from the mumblings opposite that this has not occurred. It is like the problem with the bus strike and it is like so many problems in our hospitals. It is a case, yet again, of a government that does not want to get involved in problems that face the community. Instead, they want to flick the problem off and blame somebody else. I simply say to the government: 'You are the government. This is a problem for mums and dads, for kids, and for the aged in Mitcham, and it is an emerging problem in other suburbs.' It is happening in Mitcham right now, but you go and talk to your electors, and you will find an ordinary power pole replaced by a monstrosity. It is not for the purpose of carrying electricity, but for other mysterious purposes.

I would suggest to the government that a little bit of leadership would not go astray. Therefore, I call on the government through my motion to take action. The type of action is up to them, but take action to ensure that ETSA removes the power poles, for which Development Assessment Commission approval was required but not given. It should certainly, at least, have an opinion, if nothing else. It is not good enough to say, 'The matter is before the courts.' It would be possible for the government to be a party in the court. It would be possible for the government to join with Mitcham council and other councils that face this dilemma and be party to the dispute. But at least have an opinion, at least reply to correspondence from members, and from your own federal Labor Party colleagues. They seem to at least see the concerns of the constituents, if you cannot.

Further, as my motion requires, they must consult with councils and communities regarding their concerns. To my knowledge, there have been no meetings and very little contact between constituents and the government—nothing more than a letter that says their concerns are trivial and the minister and the government have no intention of pursuing them any further. It seems there is an opinion.

Debate adjourned.

[Sitting suspended from 1 to 2 p.m.]

LOCAL GOVERNMENT ELECTIONS

A petition signed by 1 947 residents of South Australia, requesting the house to request the government to undertake a review of the methodology used to elect councillors and mayors to local government, was presented by Mrs Maywald. Petition received.

SEXUAL HEALTH AND RELATIONSHIP EDUCATION PROGRAM

A petition signed by 178 residents of South Australia, requesting the house to urge the government to immediately withdraw the trial of the sexual health and relationship education program, developed by SHINE, from all 14 participating schools, pending professional assessment and endorsement, was presented by Ms Chapman and the Hons D.C. Kotz and W.A. Matthew.

Petition received.

MINISTERIAL STATEMENTS

The Hon. P.F. CONLON (Minister for Infrastructure): Mr Speaker, I seek leave to make a ministerial statement.

The SPEAKER: Leave is sought. Is leave granted?

An honourable member: No.

The SPEAKER: Leave is not granted.

The Hon. M.J. ATKINSON (Attorney-General): Mr Speaker, I seek leave to make a ministerial statement.

The SPEAKER: Leave is sought. Is leave granted?

An honourable member: No.

The SPEAKER: Leave is not granted.

The Hon. J.D. HILL (Minister for Environment and Conservation): Thank you Mr Speaker. I seek leave to make a ministerial statement.

The SPEAKER: Leave is sought. Is leave granted?

An honourable member: No.

The SPEAKER: Leave is not granted.

QUESTION TIME

SMALL BUSINESS

The Hon. R.G. KERIN (Leader of the Opposition): Will the Attorney-General confirm that the extra income to be raised by increases of between 200 and 300 per cent in licensing fees for small businesses will be totally absorbed in paying the extra salaries of those officers in his department who are being paid over \$100 000? The opposition has been informed, by departmental sources, that the increases in occupational licensing fees are necessary because of budgetary pressure within the department. The number of staff in the Attorney-General's Department who are being paid in excess of \$100 000 has risen from 76 to 124, at enormous cost to the department.

The Hon. M.J. ATKINSON (Attorney-General): There is just no connection between the two things, but full marks to the leader for trying. Let us deal with the increases in licensing fees for tradesmen, because what is happening there is that the previous Liberal government introduced a discount for the silent partner of a tradesman. So, what would happen is that a tradesman would make his wife a partner in the business for commonwealth taxation purposes, and they would split the income. I am not criticising that. The then state Liberal government—and I understand why—granted a considerable discount on the spouse's licence fee. What we have done is withdraw that discount because, so far as the Office of Consumer and Business Affairs is concerned, the administrative cost of processing a licence is the same whether it is a husband or a wife, whether it is an active partner or a silent partner. Yes, we have raised revenue as a result. What has that revenue been used for? Schools, hospitals, law and order, and that is what general revenue is for. The leader tries to pretend that consolidated revenue is buried in some hole in the Outback and covered with earth. Consolidated—

Members interjecting:

The Hon. M.J. ATKINSON: 'It is,' interjects the opposition. There is a sophisticated fiscal approach! In fact, the money raised from taxation is spent for the purposes of the state government, which is principally hospitals, schools, police, judges, gaols, roads and public transport—all the things for which the people of South Australia are crying out.

So, yes, we have increased revenue, and we are using it on those priority projects that we identified when we were in opposition and during the last state election. We are not ashamed of it, and we are not hiding it. With his or her renewal notice, every licensed tradesman received notice of the increases. I do not see what more the government can do to publicise the licence increases.

As to the allegation of fat cats in the Attorney-General's Department, the leader of the Liberal Party says that everyone who is earning more than \$100 000 in that department is a fat cat. I will tell you the largest group that has moved into the bracket of \$100 000 and above in the Attorney-General's Department: it is prosecutors, that is, prosecuting solicitors in the Office of the Director of Public Prosecutions; and it is LEC5s in the Crown Solicitor's Office giving legal advice to government.

The Hon. R.G. Kerin interjecting:

The Hon. M.J. ATKINSON: No, leader; there are 'fewer' not 'less', because we are talking about people, not some amorphous lump. We are talking about the people who put Bunting and Wagner behind bars and who try serious criminals in the state, and the leader characterises them as fat cats.

Mr BROKENSHIRE: I rise on a point of order, Mr Speaker, relating to relevance. The specific question was about taxing and charging small business out of existence, not about individual cases being brought before the courts.

The SPEAKER: There is no point of order. If it is a question of relevance, I suggest that the Attorney-General now bring the matter to the centre of the bullseye rather than to the eight ring.

The Hon. M.J. ATKINSON: On the contrary, Mr Speaker, I am exactly pertinent, because the question was: how much of these licence fees has been diverted to fat cats, namely, people earning more than \$100 000, in my department. I am pointing out to the house that the largest group of people who have hit the \$100 000 salary mark in the Attorney-General's Department are not fat cats or executives: they are people who provide the core services of government to the public of South Australia; they are LEC5 solicitors providing legal services to government in the Crown Solicitor's office; and they are the prosecutors who are putting serious criminals behind bars in South Australia. I am all in favour of their receiving a decent wage. The labourer is worthy of his hire.

WATER RESOURCES

Mrs MAYWALD (Chaffey): My question is to the Minister for Employment, Training and Further Education. Given the importance of education and training to support water conservation strategies, how is the minister ensuring that TAFE works with industry to improve issues of water management, particularly in the Riverland?

The Hon. J.D. LOMAX-SMITH (Minister for Employment, Training and Further Education): I thank the member for Chaffey. She is a tireless advocate for her constituency and also a great supporter of the power of education. I believe that there are significant opportunities for TAFE SA to play a role in working with both industry and the community to save on water usage and to work in this important area. Indeed, several of our TAFE institutes are currently working together with the River Murray and its local industries to find ways to conserve water by developing training packages in water management and other related areas.

In the Riverland, there are perhaps 4 000 irrigators covered by irrigation trusts, all of whom need to be informed about licensing requirements, and there is a huge potential for the TAFE to play a role in delivering this training material. This will allow water irrigators both to monitor their use of water and use it more efficiently. As a first step in this

process, we brought together primary industry and educating managers, particularly from the Torrens Valley and the Murray institutes, to work with local community members to resolve which issues needed to be worked upon, where training might be applicable and the needs of the community and business groups.

The community members included a broad range of people, including staff from Resources SA and Australian Landscapes Trust. The areas of training they worked upon were 'licensing requirements, monitoring use and its efficient use, monitoring wetlands, and developing skills in generating community awareness of sustainable water use in the region'. The TAFE SA primary industry managers are now working on strategies to manage the training needs by completing the modules and incorporating the courses in recognisable training units.

The member for Chaffey knows how important it is to engage the community in this important area and develop training and education that is vital and globally relevant. These training modules are not only useful for South Australians with water shortages but they are relevant training modules across the country, they are transferable and they are actually marketable across our regions. So, this is a very good first for the Riverland. They are models I expect to be taken up throughout the rest of our TAFE services in the future.

URANIUM MINING

The Hon. W.A. MATTHEW (Bright): My question is to the Minister for Environment and Conservation. Given that yesterday he revealed that cabinet had signed off on yet another inquiry into aspects of South Australia's uranium mining industry, has the minister yet read the Senate's report, entitled 'Regulating the Ranger, Jabiluka, Beverley and Honeymoon uranium mines', including a dissenting report prepared by two members of the committee and, if so, what is his government's stance on both these reports as they relate to the two South Australian mines? Sir, with your leave and that of the house, I will briefly explain the question—

The SPEAKER: I do not know that the question needs any explanation; it seems straightforward enough to me. The minister.

The Hon. J.D. HILL (Minister for Environment and Conservation): It seems straightforward enough to me, too. As the member mentioned, prior to the most recent state election, the then opposition made a commitment to have an inquiry into in situ leach mining, which is the form of mining used at both the Beverley and Honeymoon mines. The Minister for Mineral Resources Development and I announced yesterday, I think it was, that we had commissioned CSIRO to conduct an inquiry into that form of mining.

The Beverley mine was licensed during the term of the former government, and it went through an EIS process. It is legally operating, but a series of questions was raised about the technique being used to extract uranium from the aquifer. We gave an undertaking, at the time, that we would address those issues through this scientific inquiry. This is being conducted by what is, I guess, Australia's prime scientific organisation. So, it will be an objective inquiry: it will not be something that is clouded by the emotionalism of the day-to-day politics of the issue. I have not read the reports—

The Hon. W.A. Matthew interjecting:

The Hon. J.D. HILL: I have not seen the reports the Senate has released in the last few days, but I am having those reports analysed by my department to see whether there

are issues in them which should properly be addressed by the ISL/CSIRO inquiry, and any other matters that should be brought to the government's attention.

Mr WILLIAMS (MacKillop): I have a supplementary question, if I may, Mr Speaker. Can I ask the minister that, when he assesses that report, he, in particular, assesses the dissenting report, which states, in part, about the rest of the document:

It is manipulated by many contributors to the committee to champion a call for an end to uranium mining in Australia.

The Hon. J.D. HILL: As I have said, we will analyse the reports—both the majority and the dissenting reports.

STATE RECORDS

Ms CICCARELLO (Norwood): My question is directed to the Minister for Administrative Services. How is the government making its archives more accessible to the public and also protecting these valuable records for the future?

The Hon. J.W. WEATHERILL (Minister for Administrative Services): The government takes seriously its responsibility to superintend the storage of important state records. To that end and to the end of making it more open, accountable and accessible, it has established a new State Records facility in Leigh Street in the city. The new location will make it much easier for members of the public to access documents that are held by State Records, currently housed at Netley. These records are important for a range of reasons, including research by members of the Stolen Generation to seek to establish links that they have with family members, and there are special programs and assistance in place to ensure that people can be guided through what is sometimes the quite difficult process of establishing relationships through records.

The Leigh Street facility is expected to be up and running by the middle of next year. In addition to the Leigh Street site, State Records will also upgrade its repository at Gepps Cross to meet the Australian standard for the storage of archives. A temperature and humidity controlled air-conditioned environment will be created in one quarter of the repository to ensure that delicate records are properly protected from the elements. A range of incredibly important historical documents are held by State Records. To give some idea of the scale of the records kept, some 18 kilometres of records are currently housed in Gepps Cross. The work at Gepps Cross is expected to be completed by the end of the year, with the Netley site being decommissioned in mid 2004.

URANIUM MINING

The Hon. W.A. MATTHEW (Bright): Will the Minister for Environment and Conservation continue to insist that mining at the Beverley uranium mine be suspended, consistent with calls by his federal ALP senate colleagues, including South Australian senator, Penny Wong, or does the minister now agree with his colleague the Minister for Mineral Resources Development that for South Australia's Beverley and Honeymoon uranium mines 'there is proper and rigorous regulation, legislation and oversight already in place'? On 13 January 2002, the now minister issued an 'ALP news statement' calling for uranium mining at the Beverley uranium mine to cease. On Tuesday 14 October 2003, the Senate's Environment, Communications Information Technology and Arts References Committee released its

report, 'Regulating the Ranger, Jabiluka, Beverley and Honeymoon uranium mines'. The report effectively recommended the cessation of mining at Beverley. Yesterday, the Minister for Mineral Resources Development, the Hon. Paul Holloway, made a statement in the other place stating that '... there is proper and rigorous regulation, legislation and oversight already in place'.

The SPEAKER: Order! On more than one measure the last remark is out of order in the explanation.

The Hon. J.D. HILL (Minister for Environment and Conservation): I thought I addressed the substance of the honourable member's question in my first answer. The answer is that the Beverley uranium mine is properly constituted under state and federal laws and, as a matter of process, we will go through a review of the ASL process. We have a scientific organisation, CSIRO, to go through that investigation. That will then report to government. If there are problems, we will address them at that time.

MENTAL HEALTH SERVICES

Mr O'BRIEN (Napier): My question is directed to the Minister for Health. Has the Director of Mental Health, Dr Jonathan Phillips, taken steps to correct an article in this week's editions of the Messenger newspapers which claimed that he, Dr Jonathan Phillips had launched a scathing attack on the state government's funding of Mental Health Services?

The Hon. L. STEVENS (Minister for Health): I am aware that Dr Phillips has written to the Editor of the Messenger newspapers, complaining about the tenor of the article that has significantly misrepresented his comments made at a public meeting. Dr Phillips completely denies that he launched a scathing attack on the state government. In his letter to the editor, Dr Phillips said:

As requested, I addressed the challenges to be faced in the years ahead in bringing significant changes to our mental health system, particularly putting in place comprehensive round-the-clock community services, with hospital services as part of the service.

Dr Phillips also said:

Your readers need to know that I highlighted a number of matters necessary for the changes ahead. They are government resolve, community agreement and press support.

He said that the Minister for Health was highly supportive of the job to be undertaken. I hope that the Messenger Press takes up the challenge issued by Dr Phillips to support the change process for mental health services and begins by correcting the record.

As members are aware, an extra \$13 million has already been allocated for mental health initiatives in the government's last two budgets. In addition, the 40-bed Margaret Tobin Centre at the Flinders Medical Centre is now under way, and a new 30-bed facility for the Repat General Hospital has been funded this year at an estimated cost of \$9.8 million. I would say to all members of this house that there is still a long way to go to reform South Australia's mental health services. The Brennan review of 2000 said that, in the 1980s, South Australia was regarded as having the best mental health system in Australia but during the 1990s the system had become fragmented, without strategic direction, was dysfunctional and had failed the men and women who worked in that system. I assure the house and all South Australians that mental health will continue to be a priority for this government for as long as it takes to redress the damage done by the previous government.

OPERATION AVATAR

Mr BROKENSHIRE (Mawson): My question is to the Minister for Police. Given that this year's budget papers indicate an additional \$3 million to finance the operations of the Treasurer's department, can the Treasurer, as police minister, find \$1.4 million for 20 extra police officers in the Avatar motorcycle gang section of SAPOL to further combat the activities of outlaw motorcycle gangs? The SAPOL annual report tabled in the house on Tuesday states that Operation Avatar, established in 2001 with full funding under the former government, has resulted in significant inroads in targeting motorcycle gang members, including seizing the equivalent of 20 000 doses of the drug fantasy. I am advised by police that, whilst the operation continues, they could achieve a great deal more with further support from the Rann government by way of additional resource funding.

The Hon. K.O. FOLEY (Minister for Police): I am not sure whether the honourable member asked me that question as police minister or as Treasurer, but fancy the hypocrisy of a question like that coming from a political party that downsized the police force in this state, a political party that wanted to get rid of the police band and the police greys! On coming to office, this government committed itself to maintaining and recruiting against attrition. For a vast number of the years under the Liberals in this state, we saw a reduction in police numbers. It is my understanding that there were fewer officers serving under the Liberal government than are serving under the Labor government.

This government is committed to a strong law and order platform. We are bringing in some of the toughest laws this state has ever seen. We are doing things that the Liberals were too scared to do. We are doing things that the former Liberal government never had the courage to do. We are taking on bikie gangs in this state. We are taking on the bikies. We are prepared to knock down their fortresses.

As we speak, the Premier of this state wants us to find ways to deal with illegal bikie activity in our hotels, clubs and security firms as this government cracks down on law and order and criminals in our state like no other government has done in this state's history. This just shows the hypocrisy of the Liberals, who were weak on crime and law and order and who under resourced our police force. They should hang their heads in shame.

The Hon. W.A. Matthew: Just like your crackdown on fat cats!

The SPEAKER: Order!

SCHOOL COUNSELLORS

Ms BREUER (Giles): Will the Minister for Education and Children's Services report on the activities of primary school counsellors?

The Hon. P.L. WHITE (Minister for Education and Children's Services): I thank the honourable member for her very important question because counsellors provide a very important role in our primary and secondary schools because they support and monitor individual student performance at school. Often a classroom teacher or parent will contact a counsellor and ask them to keep a watchful eye over a particular student because the student may have been bullied or may come from a disadvantaged background and may need a little bit of extra help. There may have been a death in the family or they may be settling into a new school. They are some of the circumstances in which children throughout our

system find themselves in and which impinge on their learning.

Counsellors work with the child, families, parents, teachers and support agencies to help overcome the barriers that prevent children from learning to their maximum capacity. That help makes a world of difference to our children and, on behalf of the state government, I thank our counsellors for their contribution. Last financial year we allocated an additional \$1 million for this calendar year to service an additional 32 primary schools with counselling resources. I am happy to advise that for the 2004 school year we have put in an extra \$2 million to provide additional resources for an extra 77 primary schools to gain access to a counsellor. That means that more than 240 primary schools will have a primary school counsellor resource from 2004.

Under the previous Liberal government only 140 schools had access to this resource. In the 18 months that I have been minister we have delivered that resource to more than 100 additional primary schools in this state. We recognise that the role for our students, teachers and counsellors is very complex. The factors that can impinge on a student's learning are very well addressed by our counsellors in primary schools. Under the previous government only eligible schools in categories 1 to 3 were serviced. Under this new initiative schools in categories 4 and 5 also will be serviced. It is an important investment and one which pays off in outcomes for our students and it is part of our commitment to addressing at least one of the recommendations from the very important child protection review conducted by Robyn Layton QC.

POLICE RESOURCES

Mr BROKENSHIRE (Mawson): My question is directed to the Minister for Police. Minister, will you now admit that your government—

The SPEAKER: Order! All questions will be addressed to the chair.

Mr BROKENSHIRE: Sorry, sir. Will the minister now admit that his government has failed when it comes to recruiting extra police? The SAPOL annual report tabled in the house on Tuesday shows that SAPOL is projecting a significant reduction in recruitment and graduation in the next two years. SAPOL's latest annual report shows expansion of police numbers in the budget for 2001 of 80 extra staff (over and above attrition); in 2002, 156 extra staff; and in Labor's first budget, only seven extra staff.

The SPEAKER: Order! Before the minister answers that question, I point out to the house that I see a technique of attempting to ask questions, which are really making debating points, creeping into the practices of the house in the form that has been more recently adopted in the House of Representatives. It is combative and confronting and anything but what was intended in the adversarial advocacy of our policy by the Westminster practices.

The reason I make this remark—indeed, the reason the chair makes this observation—is that when a question is phrased to a minister asking the minister to admit something, it is as though it is a requirement that the minister fess up over whatever it is that has been done when, in fact, an inquiry made by any honourable member of a minister should be to get information upon which the honourable member can then respond to constituent inquiries or, more particularly, engage in debate within the rules of debate. In future, questions which require ministers to fess up will be ruled out of order.

The Hon. K.O. FOLEY (Minister for Police): What a silly question. Let's make it very clear: there are more police serving in this state than there were when the member for Bright used to have his outriders going to open up police stations. There are more police today than there were for a number of years under the former Liberal government. This Labor government is not doing what members opposite did: we are not cutting police numbers or getting rid of police like members opposite did.

The Liberals in this state presided over a significant reduction in the number of uniformed officers in this state. We are maintaining numbers; we are recruiting against attrition. It is misleading, deceptive and wrong for the shadow minister to present figures in the way that he did today.

What have we done for police in this budget? The Minister for Infrastructure announced on the weekend three new police stations and, including Mount Barker from the previous year, that is four new police stations in the first 18 months of this Labor government. We are putting millions of dollars—

The Hon. P.F. Conlon: And they're complaining about it!

The Hon. K.O. FOLEY: And they're complaining! I wonder whether the member for Light is complaining about a new police station in his electorate, and is the deputy leader complaining about a police station in his electorate?

Mr BROKENSHIRE: I rise on a point of order, Mr Speaker. Again, I ask you to rule on the point of relevance. My question was specifically about extra police numbers under the Liberal government as against the Labor government, not about police stations.

The SPEAKER: Order! There is no point of order. The minister.

The Hon. K.O. FOLEY: I will conclude by making this point: unlike the Liberals, we are not getting rid of police officers; we are recruiting against attrition. This Labor government will provide the resources to back our policies. Labor: tough on crime; Liberals: soft on crime.

Members interjecting:

The SPEAKER: Order!

BUSHFIRES

Mr SNELLING (Playford): My question is to the Minister for Emergency Services. What role will burn-offs play in preparation for this year's bushfire season?

The Hon. P.F. CONLON (Minister for Emergency Services): Politics is a funny business. I have been expecting a question on cold burns all week, but I thought I would get it from the opposition, not from this side of the house. The member for Mawson, the shadow spokesperson for emergency services, apparently went to a conference in Sydney and discovered cold burns, and he has been sniping from the sidelines ever since. I thought he might actually ask me a question instead of sniping in the media. So, I thought I had better be prepared. Therefore, in respect of this question without notice, I fortunately have some information on hand. The burn-offs will play an important role in the strategy to prevent fires this year, for the first time in many years, and will be combined with other recognised fire prevention techniques. The recruitment of specialist staff by the Department of Environment and Heritage has commenced. Unfortunately, some positions will need to be re-advertised, and those advertisements will be placed in the papers on 25 October.

An honourable member interjecting:

The Hon. P.F. CONLON: Very slow. I was hoping for an interjection from the member—

The SPEAKER: Order! The minister, whilst enjoying the practice, will not engage in bear-baiting. He must have a bear to do that.

Members interjecting:

The SPEAKER: Order!

The Hon. P.F. CONLON: The fundamental issue we face is that, before this government, for nearly a decade while we endured it, nothing was done about cold burns. The former government did not fund them, it did not source them and, apparently, the member for Mawson discovered them at a conference in Sydney last week—which is rather annoying, because we did invite him to the Premier's bushfire summit. He could have saved himself an air fare, because it was the subject of much discussion and, as a result, much extra funding for the first time for the Department of Environment and Heritage.

The Hon. K.O. FOLEY: I rise on a point of order, sir. The member for Mawson just accused the minister of misleading the house. He should either withdraw or do that by way of substantive motion.

The SPEAKER: There is no point of order. I heard what the member for Mawson said.

The Hon. P.F. CONLON: The cold burns in the distance are apparently the light on the road to Damascus for the member for Mawson, because they were unheard of in the time of the previous government. We rely on scientific experts, and not the member for Mawson, for advice on cold burning. We are told that the absence of any strategic, planned, resourced burning during that long period of time means (if I can find something to refresh my memory) that it will take three years to see the proper strategic benefits from the cold burns. So, we have another legacy from the previous government, not simply on electricity, but also on the absence of any planned cold burns. It will take, on our scientific advice, three years for the resources and the strategy that we apply to put us in the position where we really should be. We have to start with more modest burns. We have to engage in—

Mr Brokenshire interjecting:

The Hon. P.F. CONLON: I think he is referring to his friend, secret agent 0055, sitting next to him. I do not know what numbers he is using—licensed to use a telephone. The truth is that the Department of Environment and Heritage is planning 13 burns across 37.5 hectares of land in the Mount Lofty Ranges. I assure the house that this represents the most significant burning program by the agency in the Mount Lofty Ranges over the last 10 years. And they laugh—the Leader of the Opposition laughs because it is not enough. Of course, we could rely on the advice of the Leader of the Opposition, or we could rely on the advice of the head of the Country Fire Service. They know a little bit about bushfires on that side, they know a little bit about vegetation, they know a little bit about cold burning, and it is the world's greatest lesson that a little bit of knowledge is a very dangerous thing. We rely on the advice of the Country Fire Service, we rely on the advice of experts, and I can guarantee this house that we will do cold burns on their advice, not on the advice of the member for Mawson, who apparently discovered them in Sydney only two weeks ago.

I would love members of the opposition to take this up as a debate—for them to say that their opinion is superior to that of the chief officer of the fire service, the head of the Department of Environment and Heritage and those scientists

who this week are working on a cold burning program for next year.

Mr Brokenshire: Get on with it.

The Hon. P.F. CONLON: The member says 'Get on with it.' The other thing the member for Mawson was out there talking about was why we were issuing warnings to farmers engaged in burning grass and not engaging in cold burns ourselves. Again, a little bit of knowledge is a very dangerous thing—and he has a very little bit of knowledge! The truth is (and I am advised by experts, and I would have thought the previous minister might know this) that some types of vegetation dry out more quickly than others. Grass dries out more quickly than the stuff in the Mount Lofty Ranges, which is our primary concern.

The other thing that occurs when we do a cold burn is that we bring in all the equipment and all the experts. That is why we warn farmers to be careful. If the former minister does not understand that farmers sometimes have blues, he should ask his colleagues about it. Having invited the opposition to the bushfire summit and trying to save them an airfare to go to Sydney, it would be nice to get bipartisan support. If the member for Mawson (the former minister) wants to keep saying that the Chief Officer and the scientists are wrong and that we should be doing it differently, I am happy to have that debate. But he should debate it in here; he should not get out there and snipe in the media or on the sidelines. There are two types of soldiers: the ones who front up to you and the ones who snipe from a safe place. The honourable member should stop sniping from a safe place and take us on properly.

Mr Brokenshire interjecting:

The SPEAKER: Order! The member for Mawson does not have to engage in the activities of a puppeteer from behind his bench.

HOSPITALS, FLINDERS MEDICAL CENTRE

The Hon. DEAN BROWN (Deputy Leader of the Opposition): Will the Minister for Health explain to the parliament why urgent cardiac surgery is being cancelled, and then deferred, at Flinders Medical Centre which is, as a result, potentially risking the lives of patients? A woman who had a heart attack in January this year and had a stent inserted was diagnosed in June of this year as requiring a triple bypass operation on three arteries that were blocked, respectively, to 60 per cent, 70 per cent and 80 per cent of their capacity. After a wait of more than two months her surgery, due on 2 September, was cancelled, thus causing her daughter to incur expenses for a cancelled flight from Queensland to be with her mother. On Monday this week her scheduled appointment with the cardiac specialist was cancelled. After a further six weeks, her urgent triple bypass surgery has not been rescheduled, and she is expecting to wait at least one month more to see her cardiac specialist.

The Hon. L. STEVENS (Minister for Health): I am concerned to hear the information that the deputy leader has just outlined. I assure the house that I will certainly look into the matters that he has raised. I would appreciate straightaway any further information so that I can do that. Obviously, if what the deputy leader has said is correct, it is of great concern.

The Hon. W.A. Matthew interjecting:

The Hon. L. STEVENS: Before the member for Bright goes further, I say again I will take it on board and certainly investigate it. I reiterate something I said earlier in the week,

that is, our hospitals are under great pressure. We are in winter, so it is the high demand season.

An honourable member interjecting:

The Hon. L. STEVENS: Well, okay, it is winter-spring; it is still high demand season for flu. I know the member for Davenport is a sufferer, as are many others. This has meant there is a high number of admissions into the hospitals from emergency departments. I also said yesterday that since coming to office the current government has increased to 146 the number of new beds in metropolitan hospitals. We are endeavouring to keep as many as we can open to enable proper flow-through of patients.

In relation to waiting times, during the June quarter 2003, in spite of all this, the large majority of patients admitted from the waiting lists received their surgery within appropriate time frames. That is not to say that the deputy leader may not have an issue. I will be happy to look into the matter for him.

ENVIRONMENT PROTECTION AUTHORITY

Mr RAU (Enfield): My question is directed to the Minister for Environment and Conservation. How many South Australians are reporting complaints to the Environment Protection Authority, and what types of pollution are causing the most complaints?

The Hon. J.D. HILL (Minister for Environment and Conservation): I thank the member for Enfield for his question and I acknowledge his interest in this issue. He has referred a number of his constituents to me with complaints over the past year or so. In 2002-03 there were 3 527 calls to the complaints line of the EPA, which is apparently down 3 per cent on the previous year but about 1 000 calls up on the year 2000-01. The types of complaints included air, noise, water and waste pollution, as one would expect. The biggest fall in the number of complaints was for air pollution, which had 616 fewer complaints in 2002-03 compared with the previous year. This reflects generally the low level of air pollution in Adelaide and a significant improvement in air quality over the previous 10 years. The EPA monitoring has registered poor or very poor air quality on just 3 per cent of days in 2002, and that trend appears to be continuing in 2003.

The Hon. I.F. Evans interjecting:

The Hon. J.D. HILL: And the member for Davenport refers to issues to do with the petroleum policy. However, 1 350 noise complaints were made, which is a significant increase of 47 per cent, and that is of concern. The greatest source of these complaints was industrial premises followed by construction sites, rubbish bin collection, air conditioners, vehicles and loud music. One of the main reasons for this increase appears to be the increasing density of urban development and also an increasing awareness of noise as an environmental issue in South Australia. The EPA has developed a new noise monitoring unit to target sporadic noise sources, and an environmental protection noise policy is being developed to replace the existing two noise policies. The noise EPP seeks to upgrade environmental noise regulation. South Australians aware of actual or suspected pollution should contact the environmental watchdog, the EPA, via its hotline on 8024 2004 or 1800 623 445, which is a free call from outside the metropolitan area.

OBSTETRICS, PORT AUGUSTA

The Hon. DEAN BROWN (Deputy Leader of the Opposition): My question again is to the Minister for Health. What action is the minister taking to rectify the serious shortage of obstetricians at Port Augusta; and when is Port Augusta expected to again have a full-time specialist in obstetrics and gynaecology? Three years ago, Port Augusta had about 10 GP obstetricians and an obstetrics specialist. Today, there are two regular GP obstetricians, another one for emergencies only and one at Quorn, which is about 40 kilometres away. There are approximately 200 deliveries at the Port Augusta Hospital each year, with many Aboriginal women being flown in from Yalata and the Aboriginal lands by the Royal Flying Doctor Service. There is no longer a full-time specialist obstetrician. The number of births has dropped from 350 to about 200 as more women have to travel to Adelaide for their deliveries. A woman expecting her third child wrote on Tuesday and stated in her letter:

Expectant mothers in Port Augusta and surrounding districts are being treated as second class citizens.

The Hon. L. STEVENS (Minister for Health): I thank the deputy leader for his question, because it is a very important issue. However, I note that he started by giving the statistics for 10 years ago and then mentioned—

An honourable member: Three years ago.

The Hon. L. STEVENS: Sorry, three years ago, when, of course, we know he was the minister. I wonder what he put in place himself to address what was a looming problem, not just in Port Augusta but also in terms of work force issues across South Australia and Australia generally. There are major issues in terms of the health work force generally, not only with obstetricians. We certainly know about the issues in nursing and, of course, the former minister's wonderful inability even to see those problems approaching and his inaction in relation to them. There are issues involving nursing, GPs, specialists, allied health workers and dentists. There is really a crisis in the health work force right across the country, and we are no different from other states. There is a crisis particularly in country areas. Whatever the crisis in the metropolitan areas as a result of attracting and retaining professionals, there is an extra degree of complexity in country areas.

Ms Breuer: Hear, hear!

The Hon. L. STEVENS: The member for Giles knows only too well because, of course, those issues are pertinent to her electorate, as many members opposite would also know. I say to the house that the government has made efforts, particularly with a very comprehensive nurse attraction and retention strategy. We are about to start—

The Hon. DEAN BROWN: I rise on a point of order. My question was very specific. I asked about GP obstetricians at Port Augusta. I want to know what the minister is going to do about that, not about some other totally irrelevant issue.

Members interjecting:

The SPEAKER: Order! The minister will respond to the inquiry.

The Hon. L. STEVENS: Certainly, sir, but I would like to make sure that members understand that, of course, this is part of a broader issue. It is not a specific issue: it is part of a broader problem. I was about to say that the government is working on establishing work force plans—just as we have done for nurses—in other areas, including GPs, GP obstetricians and other specialist categories. Of course, this will

relate to Port Augusta and, in fact, all parts of South Australia. As well as that, one very important matter that does affect the ability to attract and retain doctors in the country is the whole issue of medical indemnity. A significant amount of work is now being done with the Department of Human Services—

The Hon. Dean Brown interjecting:

The Hon. L. STEVENS: I think that the deputy leader should just listen—he might learn something. Perhaps if he had done something a little more differently when he was the minister we would not be in this situation now. The government is doing considerable work with the Rural Doctors Work Force Association in trying to establish a medical indemnity package. We believe that that will certainly help in retaining and attracting doctors, including GP obstetricians in country South Australia. I am hopeful that we will be able to bring that about very soon, and we will—

The Hon. Dean Brown interjecting:

The Hon. L. STEVENS: Yes, I am. A lot of work is being done. We are still waiting on—

An honourable member interjecting:

The Hon. L. STEVENS: No, we are not. We are still waiting for the federal government. It is pleasing to see that the new federal minister is at least able to refocus the federal government's efforts in terms of medical indemnity; and, certainly, we will be carrying that forward in our own package in South Australia. My office has been in contact with the member for Stuart on a number of occasions in relation to obstetric services in Port Augusta. Some particular arrangements were put in place to help expectant mothers in Port Augusta access services. I am well aware of the issues of work force shortages across the health sector in South Australia. The government is committed to putting in place long-term and comprehensive plans, something which the previous government failed miserably to do.

GLOBAL SYSTEM MOBILE COMMUNICATIONS

Mr CAICA (Colton): My question is directed to the Minister for Transport. How will the installation of the new global system mobile solar powered phones make travelling on the South-Eastern Freeway safer?

The Hon. M.J. WRIGHT (Minister for Transport): New Global System Mobile (GSM) communications powered help phones are being installed on the South-Eastern Freeway to replace existing phones that are now unserviceable due to age and damage. The cost of these new help phones is around \$7 000 per installation; eight have already been installed, with a further seven due to be installed by the end of this financial year.

In total, there are 80 help phones located on the South-Eastern Freeway, each strategically placed to ensure ready access for those needing help. Power for the GSM model phone is stored in integral batteries located inside each unit. These batteries are charged by solar panels that have been especially designed to maintain operation during overcast weather and at night. The new model has been chosen for its range of benefits, including reduced operating costs, the self-reporting of technical difficulties to the state's traffic control centre, lower power use due to solar-powered panels, and provision of high-quality voice communications, which is ideal for this situation, where stranded motorists need to phone for help and be heard above competing background traffic noise. With the installation of these new phones,

travelling on the South-Eastern Freeway will now be more commuter friendly.

SOUTHERN CROSS REPLICA AIRCRAFT

Mr HAMILTON-SMITH (Waite): My question is to the Minister Assisting the Minister for the Arts. What process broke down in, and who was responsible for, the bungled tender process for the privatisation and management of the Southern Cross replica aircraft, is he certain that he has revealed to the house all problems with that tender process, and will he guarantee that it complies with the highest standard of probity? Late yesterday the minister advised the house that the tender process had been mishandled. Early in 2003, I called, by substantive motion, for the government to reveal its plans for the aircraft. In response to my question on 17 June in the house the minister stated:

I anticipate being able to transfer ownership of the aircraft to the successful applicant, along with moneys provided by the insurer to repair the aircraft, and these moneys total \$186 000; I expect all of this to be done by 31 July this year.

It is now mid October. Information provided to the opposition suggests serious concerns regarding potential conflicts of interest within the minister's department associated with the tender process.

The Hon. J.D. HILL (Minister Assisting the Minister for the Arts): I view very seriously that last section of the member's statement. I encourage him—in fact, I challenge him—to table any information which shows that there is any conflict of interest, or that any of this process has been done in any way whatsoever which is corrupt or fraudulent. I issued a ministerial statement yesterday out of an abundance of caution—

The Hon. I.F. Evans interjecting:

The Hon. J.D. HILL: You are asking questions: do you want to hear the answer, or do you want to keep talking? Do you want to keep talking, or do you want to listen?

The SPEAKER: Order! The minister knows that I am not talking.

The Hon. J.D. HILL: No, that is true, sir, you aren't. Or you are, but you weren't!

The SPEAKER: Whilst I was not at the time, I was when I addressed him, and I am not going to be talking further.

The Hon. J.D. HILL: My apologies, sir. The member did interject and suggested that perhaps I introduced this statement yesterday to try to avoid scrutiny. In fact, the reason I introduced it when I did was that I was with him at the library opening at the time when I normally would have made that statement. The statement was given on the advice of the Prudential Management Group after we had gone through the process of working out where the plane should be placed—which group should win the tender, if you like, for taking the plane. When it was brought to my desk for sign off I thought, 'This is a highly sensitive issue that has been the subject of questions in parliament and in the media. There is a lot of interest in this, so I am going to do a very cautious thing.' So, I sent it to the Prudential Management Group for them to go through it in fine detail. They found that there was one omission, in particular, which they brought to my attention and which they said may have been of some concern. I do not believe it would have been of concern but, to make absolutely sure that there was no problem, I have gone through another process.

The statement that was given to those who were putting in bids to take over the control did not state how much

insurance money was associated with the bid. That had been in the public arena, and I am absolutely certain all those people who had put in bids were aware of it but, because it had not been stated in the original documentation, I made sure that that was given to them on a formal basis and that will slow the process down for two weeks. I let the house know that so that everyone is aware of the process we have gone through. If the member opposite has any information at all suggesting that anything other than those things were done in an improper way, he should bring it forward. If he does not want to bring it to me, he can take it to the Prudential Management Group, the Auditor-General, the police, or the Speaker, but do not just sit on it and make accusations, give us the evidence.

GREENHOUSE GAS

Mr WILLIAMS (MacKillop): My question is to the Minister for Environment and Conservation. In view of the minister's concern over the spectre of global warming demonstrated by his comments in Tuesday's ministerial statement, will he inform the house of any measures planned by the government to reduce significantly the net contribution of carbon to the atmosphere by South Australians? The minister stated that Australians produce more greenhouse gasses per capita (at 27.9 tonnes per year) than any other industrialised nation. International companies such as Tokyo Electric are planting extensive forests in the eastern states as carbon sinks for this very purpose.

The Hon. J.D. HILL (Minister for Environment and Conservation): I thank the member for his question. It is a very important question that is facing our state, country and planet. The reality is that greenhouse gasses have been increasing and there is an impact on climate. The report, which I handed down the other day, demonstrates a range of possibilities. The most extreme suggests that the temperature in South Australia could increase by 6° by the year 2070. That means we have two kinds of obligations—

Dr McFetridge interjecting:

The Hon. J.D. HILL: I cannot hear a word you are saying.

Dr McFetridge interjecting:

The Hon. J.D. HILL: I imagine that the CSIRO puts a disclaimer in every document it puts out. That is prudent on their behalf. There are two—

Members interjecting:

The Hon. J.D. HILL: If the people opposite are sceptical about greenhouse gas, maybe they should put forward their evidence and we can have a debate about these things. However, most reputable scientists and people believe that greenhouse gas is a fact and that there will be climate change. If those opposite are not of that view, then that is for them to deal with. There are two things—

Mr WILLIAMS: Mr Speaker, I rise on a point of order. I did not ask the minister to repeat his ministerial statement. I asked the minister whether the government can inform the house of any measures planned by the government significantly to reduce the net contribution by South Australians of carbon to the atmosphere.

The SPEAKER: I think the minister believes that he at almost every phrase will come to that point. Can I tell him how anxious I am and that he should.

The Hon. J.D. HILL: Thank you, Mr Speaker, I intended to; I was just putting the general context. I was going to say that we as a society have to do two things. First, work out

how to live with the climate change that will occur; and, secondly, contribute to solving the problems. The first and foremost thing we need to do as a nation is embrace the Kyoto Protocol and sign up to it. That would give significant leverage to activities of industry and business. This state government is very committed to that and, along with other state governments, has been encouraging the commonwealth Liberal government to sign up to it, but so far it has been reluctant to take that step. That has been unfortunate because it means industry, including the forestry sector, has not been able to develop a trading system for carbon credits which would encourage a whole lot of activities which would start addressing the issues.

At a local level, of course, the government is committed to doing its best. We as a government have adopted a set of principles called 'The greening of government', which will apply to all government departments, and we are working our way through that. Fleet SA is purchasing low fuel cars or dual fuel cars and gas based cars. The government is committed to tree planting. The Premier announced some time ago the million tree program. That, of course, will have its own impact on greenhouse gas emissions. There is a range of things. I can get a fuller briefing for the member, and I am happy to do that for him. I will ensure that he is fully aware of all the things that the government is committed to doing.

FIRE DANGER SEASON

The Hon. P.F. CONLON (Minister for Emergency Services): I seek leave to make a ministerial statement.

Leave granted.

The Hon. P.F. CONLON: I rise to advise the house and the community that, in accordance with section 35 of the Country Fires Act 1989, the Country Fire Service has today fixed the fire danger season for all regions of South Australia. These dates have been published in the *Government Gazette* and *The Advertiser*.

In the North-West pastoral and the North-East pastoral, the fire danger season will commence on 1 November and finish on 31 March. The Flinders, West Coast, Eastern Eyre and Lower Eyre regions will commence on 1 November and finish on 15 April. The Riverland, Murraylands and the Upper South-East will start 15 November and end 15 April, while Yorke Peninsula and the Mid-North will also start on 15 November but the season will extend to 30 April. The Lower South-East will not commence until 22 November and will finish on 30 April. Finally, Kangaroo Island, the Mount Lofty Ranges and Adelaide Metro areas will all commence on 1 December and will finish on 30 April.

As is the normal practice, regional bushfire prevention committees have provided advice to the CFS as to conditions in their areas and about the level of risk to the community. I thank all of those involved in the regional bushfire prevention committees for their work and the quality of the advice they provide. The Chief Officer has advised me that predictions for the level of risk for this fire danger season are not clear yet. He has advised me that when the rain stops, and if we end up with a hot summer, fuel loads will be high and therefore the risk of grass fires will be very high, particularly in grassland and cropping areas.

The Country Fire Service and the government continue to prepare for a summer of extremely high risk and we will ensure the community is kept up to date with the latest predictions. Today, all functional and operation services are gathered at the State Emergency Operations Centre conducting a 'discussion exercise', focusing on a bushfire in the Sturt Gorge. This has arisen following a study of the outcomes of the Canberra bushfire inquiry, and they are ensuring that the lessons learned are being fully tested, including evacuation procedures, communications and all related contingencies.

I urge all those living in high-risk areas to prepare properties for the fire season and to ensure that they have planned carefully, and, if in doubt, to ring the Country Fire Service. The greatest tool we have in fighting fires is preventative action.

ENERGY CONSUMERS COUNCIL

The Hon. P.F. CONLON (Minister for Energy): I seek leave to make a further ministerial statement.

Leave granted.

The Hon. P.F. CONLON: On 30 September 2003, the Energy Consumers Council submitted its 2002-03 report to me as the Minister for Energy. I might just check that date; it does not seem quite right to me. The council was set up in 2002 to provide high level advice to the Minister for Energy regarding the price and reliability of energy supply to South Australian consumers. The council represents a wide cross-section of consumers, chaired by outstanding South Australian, Professor Richard Blandy. The council has representatives from the State Retailers Association, the Electricity Consumers Coalition of SA, Business SA, South Australian Farmers Federation, Chamber of Mines and Energy, the Property Council, the Consumers Association of SA, South Australian Council of Social Services and the Port Adelaide Central Mission.

In its first year, the council focused on learning more about the electricity industry in particular. The report is very comprehensive and provides extensive background on issues associated with the electricity industry. I believe it will be, among other things, a useful reference for those attempting to understand the industry. In particular, the report identifies as key issues the cost burden of privatisation; South Australia's demand profile; the cost of managing retailer risk; demand side management strategies, with particular attention to smart interval metering; residential pricing issues; the need for more interconnection and more payment options for those seeking greater control over their electricity budgets.

The report sets out in some detail the work plan to develop further many of the ideas that the council has explored, and I look forward to forthcoming advice on these issues. I would like sincerely to thank the council for the many hours of work they have put in, both to preparing the report for the benefit of myself and other South Australian consumers and for their continuing good work in this area. Although not required by statute, in the interest of the open government to which we are committed, I table the report of the Energy Consumers Council.

FAMILY AND YOUTH SERVICES

The Hon. S.W. KEY (Minister for Social Justice): I seek leave to make a ministerial statement.

Leave granted.

The Hon. S.W. KEY: I wish to report on the workload analysis of Family and Youth Services. Health Outcomes International (HOI), and CPD BIZ are conducting a budgetary and workload analysis of Family and Youth Services. This approach is recommended by the Layton Report as an appropriate way to ensure that we get the best ongoing mixture of staffing and operational practices in our major child protection agency. HOI has significant experience across Australia and New Zealand in qualitative and quantitative measurement and analysis. CPD BIZ is a national management consulting group which specialises in public sector initiatives. The work these consultants are now undertaking in FAYS will build on the analysis that they have been conducting for the past three months. They have been analysing the entire child protection system to assist government to prioritise reforms arising from Robyn Layton's valuable report.

The consultant's report will assist us in developing ways we can integrate our services across all areas of government and the non-government sector that have contact with abused children. While the full analysis of FAYS workload may take months, I have asked the consultants to provide me with regular reports on their progress. If the consultants identify any measures that I consider will provide more immediate improvement in FAYS service delivery, these measures will be promptly introduced. Our commitment to the proper reform of child protection is on the table. This workload analysis will help us to properly repair the gaping holes left by the neglect of the previous government.

REAL ESTATE INDUSTRY

The Hon. M.J. ATKINSON (Minister for Consumer Affairs): I seek leave to make a ministerial statement.

Leave granted.

The Hon. M.J. ATKINSON: Today the Rann Labor Government announced the most important changes to the real estate trade in South Australia for more than a decade. The member for Enfield instigated this process after being surprised by some practices in the trade and the vehemence of buyers about these practices. The Labor government has accepted the member for Enfield's information, researched it, listened to those affected and now we are making changes for the sake of consumers. The government will be carrying out 39 of the 49 recommendations made by the Real Estate Working Party. South Australians have sent the government a message. They want real estate practices to be more transparent. They want agents to be more accountable and the improved conduct they want should apply to private sales as well as auctions.

The real estate trade has also heard the cries by consumers and has shown it is ready to clean up practices so that it can increase consumer confidence. Key recommendations accepted include outlawing the advertising of sale prices below the price estimated in the sales agreement, underquoting and restricting advertising of prices to a 10 per cent range. Offers must be in writing and signed, and the agent must submit the offer to the vendor.

New auction rules include making dummy bidding an offence, registering bidders, restricting vendor bids to one disclosed bid and recording the reserve price and bids. By allowing only one disclosed vendor bid at an auction, the government has gone further than the working party's recommendation for unlimited disclosed vendor bids. This is to ensure the legitimacy of the auction process. Sales

agreements must be written in plain English, contain the agent's estimate of the likely selling price, specify how the property is to be offered for sale, cap the length of sole agency agreements on metropolitan properties at 60 days, include vendor rights to terminate sole agency agreements for underperformance, separately itemise fees—that is, advertising, commission or GST—submit advertising disbursements every 30 days on request and disclose whether the agent will pass on the rebates he receives on advertising in newspapers to the vendor.

Sales representatives and trainees must be registered and carry registration cards. Auctioneers must be qualified and display it on their registration card. Trainees must be properly supervised. Agents will be required to disclose actual or potential conflicts of interest. The government has rejected a proposal to establish a real estate board to oversee disciplinary action against land agents. This will continue to be done by the Office of Consumer and Business Affairs. The remaining nine recommendations will be reconsidered now that the government has decided not to have a real estate board. The real estate working party report can be viewed at [www.ocba.sa.gov.au/latest news](http://www.ocba.sa.gov.au/latest_news), or copies can—

An honourable member interjecting:

The Hon. M.J. ATKINSON: No; 'latest news'—two words.

Ms Bedford: Two words?

The Hon. M.J. ATKINSON: Two words—can be obtained by telephoning the Office of Consumer and Business Affairs on (08) 8204 9777.

MEMBER'S REMARKS

The Hon. L. STEVENS (Minister for Health): I seek leave to make a ministerial statement.

Leave granted.

The Hon. L. STEVENS: Yesterday, the Hon. Sandra Kanck MLC alleged that, as minister, I allow nepotism, bullying and interference to continue unrestricted in the Department of Human Services. I totally reject that claim. The Department of Human Services has official processes for dealing with claims of bullying or harassment, and if any member has received complaints of that nature I encourage them, or the complainant, to make them through the proper channels by referring them to the Chief Executive of the Department of Human Services.

As members are aware, there are also avenues of redress for employees with grievances through the Employee Ombudsman and protections are afforded by the Whistleblowers Act. If Ms Kanck has evidence of the claims that she has made against senior public servants in my department under parliamentary privilege, I invite her to forward this information to me or to the Chief Executive of my department.

WATER RESOURCES

The Hon. J.D. HILL (Minister for Environment and Conservation): I seek leave to make a ministerial statement.

Leave granted.

The Hon. J.D. HILL: Mr Speaker, I think you may find this statement of particular interest. I rise to inform the house of action taken today by the government to protect and conserve the water resources of the Eastern Mount Lofty Ranges. A notice of intent to prescribe appears in today's *Government Gazette* and flags the government's intention to

introduce permanent controls for the taking and use of water resources in the Eastern Mount Lofty Ranges. At the same time, two notices of prohibition have been issued to prohibit temporarily the taking of water for new uses from both underground sources and from surface and watercourse resources in that area.

These actions will ensure that water resources in that part of the ranges are managed in an environmentally sustainable way while, at the same time, maximising the resources' contribution to the ongoing prosperity of the region. The notice of prohibition will hold water use at current levels for the next two years. In that time, the government will survey land and water use in the area.

Public meetings will be held across the region between 17 November and 27 November 2003 to discuss the new management arrangements. Over the next four months, the community will have an opportunity to comment on the proposal for prescription. Submissions are due by Friday 27 February 2004. The Eastern Mount Lofty Ranges' water resources are vital to the region's lifestyle and prosperity. In recent years, increasing development has put pressure on the available water.

The government will work in close partnership with the River Murray Catchment Water Management Board to implement new resource management arrangements. The new management arrangements apply in the 13 catchments extending north (and the member for Schubert may like to listen to this) from Goolwa to just south of the Marne and Saunders River catchments. Water resources in the Marne and Saunders River catchments are already prescribed.

These actions respond to significant community concern about the level of water resource development and its likely impact on long-term use and the environment. Expert assessments indicate that increasing water use is threatening the long-term supply of water for human consumption, stock, irrigation, industry and the environment, including important freshwater flows to the River Murray.

It is impacting on the environment, with a number of important wetlands, permanent water bodies and native flora and fauna species under stress. These new water resource management arrangements are an important step towards achieving sustainability in the Mount Lofty Ranges region, as well as contributing to a healthy River Murray. It is important that we manage the range's significant natural resources sustainably to ensure that the region remains an area of strong primary production, scenic beauty, rich biodiversity, healthy rivers and creeks, and sustainable rural and urban development.

OLYMPIC DAM URANIUM MINE

The Hon. J.D. HILL (Minister for Environment and Conservation): I seek leave to make another ministerial statement.

Leave granted.

The Hon. J.D. HILL: I rise now to inform the house of a spill that occurred overnight at the Olympic Dam uranium mine at Roxby Downs. I am advised that the spill was of 110 cubic metres of process liquor, which is weakly radioactive and acidic. The spill reportedly occurred outside the bunded area but was contained within tertiary ponds. Earlier today, the Minister for Mineral Resources Development, the EPA Chief Executive and I announced an investigation into the spill. Officers from the EPA Radiation Protection Division and Operations Division have been despatched to the scene

and are expected to arrive there this afternoon to assess the situation.

I spoke this morning to Western Mining Corporation and expressed the government's serious concern about this most recent spill. We will be doing everything possible to ensure workers, the community and the environment are protected. WMC has told me that it will also undertake an investigation. I am advised that no workers were exposed, and it would appear unlikely that any environmental harm has occurred, because the liquid lost has been contained within the appropriate mechanisms there to do that, although this will be checked by the EPA.

Potential breaches of the EPA Radiation Protection Act or licence conditions will be evaluated as part of the EPA investigation. In addition, the EPA had intended and will continue with a planned audit of the Western Mining Corporation's facilities as part of its regular attempts to ensure that industrial complexes are operating within their licence conditions.

SOUTH AUSTRALIAN FORESTRY CORPORATION

The Hon. R.J. McEWEN (Minister for Forests): As Minister for Forests, according to statute, I lay on the table the 2002-03 annual report of the South Australian Forestry Corporation.

INSURANCE INDUSTRY

Mr RAU (Enfield): I seek leave to make a personal explanation.

Leave granted.

Mr RAU: In the course of a very animated debate this morning regarding steam trains, remarks were made by me—

An honourable member interjecting:

Mr RAU: I let off a bit too much steam, my colleague says—in relation to the insurance industry and, in particular, to the conduct of insurance companies and their prudential behaviour leading to the problems we are now confronting as a legislative matter. In remarks later made in the course of that debate by the member for MacKillop, he quoted me, in the context of my remarks, putting in my own mouth the words in reference to paraplegics and judges: that I blamed greedy paraplegics, foolish judges and greedy lawyers for the problem. The explanation I wish to make to the house, and, in particular, to the member for MacKillop, is that I was putting those words forward as the explanations we had received from the insurance industry for the crisis they themselves have generated by their own stupidity.

MEMBER FOR ENFIELD

Mr WILLIAMS (MacKillop): I seek leave to make a personal explanation.

Leave granted.

Mr WILLIAMS: I refer to the explanation the member for Enfield has just made. I accept that that is mostly like what he said. At the time, I thought I heard him say otherwise, and I certainly accept his explanation and withdraw the comments I made, and apologise to him for making those comments, if that is the case.

Ms Breuer interjecting:

The SPEAKER: Order! The member for Giles might find herself making something else in a minute. The member for MacKillop has been given leave.

Mr WILLIAMS: Sir, I will take time to consult *Hansard* later on just to confirm those facts, but I take the member's word and, because of that, I apologise.

The SPEAKER: That is not necessary. The honourable member's explanation has been received by the house, and may I commend both members for the spirit in which they have settled the matter.

GRIEVANCE DEBATE

FIRE HAZARD REDUCTION

The Hon. G.M. GUNN (Stuart): I was interested in the response of the Minister for Infrastructure today in relation to hazard reduction and the attitude to the work to be carried out by the Country Fire Service. I remind the Minister for Infrastructure that I have advocated hazard reduction by burning off native vegetation for many years. As a member of this house for about 30 years of my life, I have burnt off large areas every year. The only reason that we have not done it in recent years is the stupid regulations under the Native Vegetation Act, the irresponsible and negative way the bureaucrats are administering that act and their failure to accept commonsense and good advice.

I say to the Minister for Public Infrastructure that, unless there is a change of attitude, we will face a disaster across South Australia, if not this year, next year. There is a huge build-up of combustible material, and a range of policies needs to be put in place. There needs to be cold burning off, sensible firebreaks and decent access roads, and the Country Fire Service needs to be well equipped. The foolishness of having little apparatchiks and other nasties running around the state with tape measures, measuring fire breaks on farms is so stupid. It would be hilarious if it was not so serious. The time has long since passed when people should have to put up with that nonsense.

The second matter I want to talk about today—and I did not get a chance to ask a question today—involves constituents in Innamincka, in particular one family, who have been having a difficult time with some insensitive, unreasonable and unwise members of the Public Service, who have been going into their properties unannounced, making rather inaccurate and misleading comments, and being as difficult as they possibly can. The bureaucrats in South Australia have a long history of trying to shut Innamincka down. I well recall when the area was included in the regional reserve, and the then residents and I waited on the then minister and tried to convince her that what they were doing was foolish and that they should not get rid of the surplus freehold blocks. However, they took no notice of us; those in Adelaide knew best. Sir Humphrey knew best. Of course, there is now a demand for blocks for residential purposes. A proposal has been put forward to redevelop the motel. Because of the intransigence and the nonsense, that is unfortunately at a standstill.

There is a demand for further services, with thousands of people a year passing through Innamincka. The Matthews are running this place. It has been lived in for 14 years. They are happy to cooperate. However, they are not happy to be stood over, harassed or hindered by people who have no regard for people trying to run a business and no regard for courtesy. I

say to the minister in charge, the Minister for Urban Development and Planning, that these people need a lesson in public relations, courtesy and commonsense. Perhaps he should give them a one-way ticket when they come back.

We have had building inspectors harassing people, and we have had other inspectors. If there are problems, they should sit down and discuss them in a rational way and come to sensible conclusions. Unfortunately, my constituents are thinking about leaving because of the treatment they have received. I thought we welcomed people in South Australia who want to make a contribution. I thought we were keen to see people develop the tourist industry. I would say to the Minister for Tourism if she were here, for goodness sake get your people to talk to some of these other people, because there is an urgent need to continue to upgrade the facilities at Innamincka and elsewhere. It is best to manage the tourists and not have them scattered everywhere to, protect the fragile environment. The delay in the development of the new motel units is really very sad.

The Hon. J.D. Lomax-Smith interjecting:

The Hon. G.M. GUNN: They are private, but Sir Humphrey Appleby has distinguished himself. If you give nasty little petty bureaucrats a bit of authority, it goes to their head. Occasionally their head needs to be put in a bucket of water.

Time expired.

PNEUMOCOCCAL VACCINE

Ms RANKINE (Wright): Today I call on the federal government to take urgent action to ensure the health and safety of our children. Since 2001 in South Australia there have been 405 notified cases of pneumococcal disease and 26 deaths. The National Health and Medical Research Council recently put the pneumococcal vaccine on its recommended list for all Australian children in a three-series dose at two, four and six months. A vaccine is available, yet our children and people are dying from this disease and it is our young children—those under two—who are most at risk.

In a decision that defies logic, the federal government decided, for the first time ever, not to follow the National Health and Medical Research Council recommendation and make the vaccine available free to all children. Instead, it will be available free only to children it has deemed to be at risk. They are children under two living in central Australia; children under five with risk factors such as Down syndrome, HIV, renal failure, cystic fibrosis and insulin-dependent diabetes; all infants born at less than 28 weeks; all Aboriginal and Torres Strait Islander children under two; and Aboriginal children under five in Central Australia and any other region likely to have an incidence of pneumococcal disease. Whilst that is a very important catchment, and those children deserve to have the vaccination, a vaccination has been recommended for all Australian children and should be funded for all Australian children.

Without this subsidy, the vaccine will cost parents in the vicinity of \$600 per child. Most parents simply cannot afford that sort of cost. This decision therefore means that some children who would have been saved by the vaccine will die from pneumococcal disease or possibly suffer very serious side effects such as brain damage, deafness or blindness. Recently an article appeared in *The Australian* about a 14-year old who contracted pneumococcal disease at six months of age. Now 14, she has cerebral palsy and epilepsy, she is profoundly deaf, and she has never walked or talked.

Her father cannot believe that the federal government has refused to fund this vaccine and he commented that he thought it was illogical and simply did not make sense.

The Hon. Dean Brown: Is your government going to do it?

Ms RANKINE: The federal government has refused to fund this.

The Hon. Dean Brown interjecting:

The ACTING SPEAKER (Ms Bedford): The member has the right to be heard in silence.

Ms RANKINE: This disease is more prevalent than meningococcal. I understand that half the children who contract the infection in their first year of life are left permanently disabled. The father of the young woman mentioned in the article estimated that her care will cost somewhere in the vicinity of \$4.5 million. The decision is, as I said, illogical.

The president of paediatric and child health within the College of Physicians said recently that the vaccine was worth while to prevent children dying or developing brain damage from pneumococcal disease. The AMA has described the federal government's decision as short-sighted and expressed concern that many children will be left unprotected. AMA spokesperson Michael Wright said he was stunned. The manufacturers have indicated a willingness to negotiate with the federal government and believe that the vaccine would cost only about \$60 million a year. The cost is small for the benefits it provides.

The NHMRC, the College of physicians and the AMA all want the vaccine provided. If the federal government will not listen to parents, I urge it to listen to the experts in this field. Clearly its decision is putting our children at risk. I have today written to the federal Minister for Health, Tony Abbott, pleading with him to change the decision made by the former minister, Kay Patterson, who simply refused to fund this vaccine. I am hoping that the new federal minister will do so.

Time expired.

PRIVATISATION

Mr WILLIAMS (MacKillop): Yesterday the government exposed itself. We were not given a mere glimpse of what the government has hitherto wanted to hide: it was the full monty. It was not a once-off flash but a permanent exposure of the reality of this government. The reality is that its actions have never matched, and never will match, its rhetoric. Last night in this chamber the government put to rest forever its claim that it is an anti-privatisation government. It put to rest forever its claim that outsourcing and the sell-off undertaken by the former government to bring the state bank from the bankruptcy inherited from the last Labor government was causing problems.

Claims that the so-called privatisations are anathema to the current government and have been responsible for everything from the drought last year to the bus strikes have finally been debunked. After all its rhetoric about privatisation, one would have thought that this government would grasp any opportunity to reverse those previous decisions. In opposition the Labor Party fought to keep South Australia in a bankrupt state and railed against outsourcing at every chance, so much so that it even labelled the outsourcing of the management and maintenance of our water supplies a sale. The mantra then was: you sold our water. Yet today the public of South Australia still own every pipe, pump, reservoir, meter and ancillary piece of infrastructure supplying water to South

Australian households and businesses that they owned prior to that outsourcing.

Not only did the Labor Party try to stop repayment of debt by selling off public sector assets but it continued to mislead the public on at least two fronts. First, it claimed it was anti-privatisation and claimed that privatisation was responsible for rises in power prices. I have one thing to say to the Minister for Energy: if he really believes that by owning the power stations the state could produce and sell cheaper power, go out and buy them. They are on the market. It has been public knowledge for over a year now that, if he wanted to buy it, NRG Flinders is for sale. More recent press reports indicate that TXU's Torrens Island could also be bought.

Experience from across the border in Victoria indicates that he would probably repurchase those generators at a price lower than the original sale price. The good news for the minister is that we put the money in the bank. The money is in the bank for him to go out and buy them. It is time the minister matched his rhetoric with action. If privatisation is the real problem with power prices, he has the ability to reverse it. He will not do so because last night he was one of those to expose himself, along with the whole government. He and all government members last night endorsed the former Liberal government's actions when he clearly indicated that he supported the continuation of outsourcing of the contracts to run our buses.

We saw some time ago when Healthscope, the private operator of the Modbury public hospital, offered to walk away from its contract with the government. This so-called anti-privatisation government said, 'No thanks'. Once again its actions were no reflection of its rhetoric. It said, 'No thanks' because it knew that the former Liberal Government struck on a very good deal with Healthscope, otherwise why would Healthscope be happy to walk away? Conversely, why would not the government accept its offer? Last night was the full monty.

The member for Mitchell moved amendments to the Passenger Transport (Dissolution of Passenger Transport Board) Amendment Bill, the effect of which would have had the government take over the operation of our metropolitan bus services at the conclusion of the current contract. The Minister for Transport argued that the government could not unscramble the egg. I say 'rubbish'! He does not want to reverse the policy because, first, he knows it is a good deal financially for the taxpayer and, secondly, he believes that it gives him someone else to blame for his own incompetence. He argued that the purchasing of infrastructure would affect the budget. Well, hello minister, the people of South Australia still own the infrastructure. The people of South Australia still own the buses.

Even if we did not, the former Liberal government always put the money in the bank. Furthermore, only yesterday during question time the Treasury indicated that it was his management and not the level of debt which would give South Australia a AAA credit rating. Last night, I was happy with several colleagues (including the member for Morphett and the member for Waite) to help the government expose themselves by supporting the member for Mitchell to ensure that every government member's vote was recorded in *Hansard* so that South Australians could plainly see the hypocrisy of every one of them.

The ACTING SPEAKER: Order! It sounds like a lot of gross indecency to me. The member for Playford.

UNIFIED BUDDHIST CHURCH OF VIETNAM

Mr SNELLING (Playford): I rise today to protest the arrest by the Vietnamese communist authorities of leaders of the Unified Buddhist Church of Vietnam. The human rights situation in Vietnam is justly infamous. Because of its tenuous hold on power, the Hanoi regime is appalled by the freedom and rights that we in Australia take for granted. So, freedom of religion, freedom of the press, freedom of association, and freedom of expression are routinely violated.

The recent arrest of the Most Venerable Thich Huyen Quang, the Most Venerable Thich Quang Do, seven monks and two disciples of the Unified Buddhist Church of Vietnam by the communist regime in Vietnam is an outrage. Where these highly respected men are held is not known. Together with members of the Vietnam community both here in Australia and overseas, I am concerned for the welfare of these men.

Many great and respected leaders in Vietnam have been imprisoned for their religious faith. These prisoners of conscience are often detained without charge, are refused legal representation, are tried in a rigged court, are denied access to medical treatment, and are punished for any attempt to practise their faith while imprisoned.

The government of Vietnam continues to violate the United Nations Charter of Human Rights and the Universal Declaration of Human Rights, to both of which Vietnam is a signatory. I call upon the Vietnamese government immediately to release these men of faith and all religious leaders and prisoners of conscience. I also call upon the Prime Minister (John Howard) and the Minister for Foreign Affairs (Alexander Downer) to raise these serious concerns with the government of Vietnam. The Howard government cannot ignore this issue.

As in Burma, so in Vietnam, aid must be tied to demonstrated improvements in respect of human rights. I express my solidarity with Vietnamese Australians, especially those of the Buddhist faith, at this time. Human rights and religious liberties are sacred. We will not forget.

The ACTING SPEAKER: Hear, hear!

SCHOOLS, ROSEWORTHY PRIMARY

The Hon. M.R. BUCKBY (Light): I rise today to draw attention to the Roseworthy Primary School and its lack of a solid building. In the year 2000, the only solid building on the Roseworthy Primary School site had to be demolished because of unstable foundations and the fact that some asbestos was leaking into the building through cracks. In the last budget of the former Liberal government, funding was identified in the future capital works program for a new building to be constructed in, from memory, the financial year 2003-04. This project has not been included in the current budget.

This is causing serious educational outcomes for the Roseworthy Primary School. I was approached by a number of parents who invited me to the governing school council meeting, which I attended last month. At this meeting, they put to me their concerns about the fact that they were having to make do with temporary buildings. This is simply not good enough. A letter I received only last week from a parent states:

Roseworthy is a developing and expanding community and in the future will need to provide appropriate services, including education, for its population. The current school facilities make this difficult.

The library, which is the centre of learning in most schools, is not adequate for this purpose at Roseworthy Primary School. Whilst a large area it has five access doors, making it the main thoroughfare through the building. This makes it quite difficult to use for students and staff. It is located between the front office and the staff room, has no adequate work area for staff and all book shelving is inadequately attached to existing walls.

The letter continues:

This is one problem that is overcome in the plan. . .

Draft sketches have been undertaken of the proposed redevelopment at the school. This matter is of serious concern, because the young people at Roseworthy Primary School are not receiving access to the level of education that is occurring in other schools in Light and in other electorates. As I said at the governing school council meeting, the parents are extremely concerned. They have been given no indication whatsoever of when this building work will be undertaken. They are concerned that it may not be undertaken at all and that it has just dropped off the list, and they have asked me to approach the minister. I have written a number of letters to the minister, only to receive the reply that it is not in the current budget and, therefore, has not been considered, nor will be considered in future budgets. That says nothing because, as a previous minister, I know that the department has future capital works program budgets out for at least two or three years, so the minister would know whether or not this project is in those future capital works budgets and, therefore, he has just decided to withhold that information from the people of Roseworthy.

Roseworthy is an expanding community. As members would know, the Amcor glass factory has started up there. It employs 150 people, many of whom have taken up residence in the local area. So, the Roseworthy Primary School, I am quite sure, will continue to grow. At the moment, its facilities are inadequate not only for the students but also for the staff. I call upon the minister to include this program in the next budget, because it is the only school in Light that does not have a solid building on site. As I said, the educational facilities and the educational outcomes for the young people at Roseworthy are not up to the standard of what would be expected in our public school system, and I strongly believe that they should be improved.

Time expired.

UNIVERSITIES

Ms BEDFORD (Florey): Today, at universities all over Australia, workers and students are doing something that workers throughout the ages have done whenever they are being blackmailed, pressured or bullied into a situation that would see them adversely affected. It is not just academics who are taking part in this protest: student unions are also supporting the academics, because it is the students who will suffer most if the federal government's proposed bills become law. One bill was tabled by minister Nelson (himself a South Australian graduate of both Modbury High School in Florey and Flinders University), and I am told that his bill has been passed to the Senate without amendment. We can only hope that serious amendments will be made in the Senate.

Measures undertaken by minister Abbott will see more than \$400 million withdrawn from universities throughout the country. The rights of workers and students, and public education, are in what could only be described as a 'full nelson'—a stranglehold by this minister that may yet prove

fatal for our public education tertiary system. Not only is big brother Brendan attempting to say what is a proper subject choice for study, he is also attempting to limit the nurturing of tomorrow's thinkers and decision makers. It will be a sad day if he succeeds and our universities begin to see only graduates from well-to-do backgrounds.

When bullied, you do have to tell people—and as many people as you can—about what is going on. You have to communicate and let people know the real reasons behind the actions. To go on strike is a serious decision for people to make, and a powerful mechanism by which workers can demonstrate solidarity in a conscious and voluntary act of protest. The option to strike is a fundamental human right in a democratic society. The current state of play, if left unchallenged, will see the quality of teaching and research drop, education further entrenched as a user pays commodity, increased inequities in access and standards, and individual workplace agreements being enforced across the sector. There is a great opportunity today for academics to explain this abhorrent situation and to make their voices heard.

While at the rally today, workers were addressed by a number of speakers. The sorts of measures highlighted at today's rally affect us all. Other workers will face similar measures unless we hear this message and heed what they say. Many unions were represented at the Brookman Building site for today's rally. Along with an address from the UTLC's Janet Giles and members of the CPSU, in particular, a message of solidarity was read by Martin O'Malley of the CFMEU. He said:

The national conference of the CFMEU expresses its support and solidarity with the National Tertiary Education Union and the National Union of Students on their national day of action in defence of quality and affordable education, and the right of workers engaged in this important industry sector to collectively bargain.

The Howard government and other conservative groups are determined in their attempts to destroy affordable access to education and health care within this country. They are equally dedicated to destroying all forms of collective action within Australia, as it is only through collective action that quality outcomes are achieved for working people.

The CFMEU recognised the current attack upon higher education as a class issue that impacts on all members and their families. It noted that the federal government is using withdrawal of taxpayer funding to universities to push its ideological view that individual contracts should replace collective agreements, disregarding the will and the wont of workers engaged in the higher education industry.

Unfortunately, the same tactic is being used by the government in respect of federally funded construction projects. Today, work at the multimillion dollar construction project at Macquarie University was stopped in solidarity with the National Tertiary Education Union. Workers feel that losing a day's pay is a price they are prepared to pay, and they look upon it as an investment in the future. I understand that even though workers at universities in Adelaide do not have to be docked—it is not yet part of their agreement—they will in fact lose their day's pay. Many Vice Chancellors have come out against the proposals to link public funding to industrial reforms, and I acknowledge the stand of the Australian National University and the importance of their example. They must defend the autonomy of tertiary facilities and their staff's rights.

Ted Murphy, who is the National Assistant Secretary of the NTEU, came to Adelaide today to address the rally, along with Robert Iseman, who is a leader of the union in Adelaide. Deirdre Tedmanson was also there, as she was on the picket

line this morning at Magill. I had an opportunity to speak to some of the academics who are spreading the word and holding their ground. I commend the workers on the picket lines all over Australia, and urge workers to understand that it may be the fight of tertiary workers today but, as our comrades in the MUA and the CFMEU can tell us, it will be our struggle tomorrow.

NATIONAL ELECTRICITY (SOUTH AUSTRALIA) (NEW PENALTY) AMENDMENT BILL

The Hon. P.F. CONLON (Minister for Energy) obtained leave and introduced a bill for an act to amend the National Electricity (South Australia) Act 1996. Read a first time.

The Hon. P.F. CONLON: I move:

That this bill be now read a second time.

I seek leave to have the second reading explanation inserted in *Hansard* without my reading it.

Leave granted.

The Government is again delivering on a key energy commitment through new legislation that ensures that participants in the electricity industry receive proportionate penalties for significant breaches of the market rules in the National Electricity Market.

The legislation introduces a new 'D' class penalty provision into the National Electricity (South Australia) Act 1996, imposing a penalty not exceeding \$1 million for breaches of the National Electricity Code (Code) and \$50 000 for each day the breach continues.

Since the commencement of the National Electricity Market and the Code there have been three civil penalty classes for breaches of the Code as stipulated in Section 13 of the National Electricity (South Australia) Act:

- 'A' class penalty; allowing NECA to impose a civil penalty not exceeding \$20 000;
- 'B' class penalty; allowing the National Electricity Tribunal to impose a civil penalty not exceeding \$50 000 and \$10 000 for each day that the breach continues; and
- 'C' class penalty; allowing the National Electricity Tribunal to impose a civil penalty not exceeding \$100 000 and \$10 000 for each day that the breach continues.

It has become apparent in recent times that participants in the electricity industry operating in the National Electricity Market have the potential to secure significant financial benefits as a result of breaching their obligations under the Code. This has led to the need to bring the Code penalty classes in line with the gains that may be made from breaches of the more significant provisions of the Code.

One example of a current penalty in the National Electricity Market that is disproportionately low is the penalties associated with bidding and rebidding obligations of electricity generators. The current clauses in the Code associated with rebidding are not presently assigned a penalty under the Code. This means that the National Electricity Tribunal can only impose a maximum penalty of \$20 000 for breaches of the rebidding clause.

As members would be aware, inappropriate bidding and rebidding can be extremely profitable, with individual generators able to receive significant additional revenue from inappropriate rebidding strategies.

The South Australian Government has strongly supported changes to address bidding and rebidding that is inconsistent with the purpose of the National Electricity Code market rules, which is to promote an efficient, competitive and reliable market. After substantial consultation, the ACCC made a determination on 4 December 2002 authorising changes to the bidding and rebidding rules that created an obligation for market participants' bids and offers to represent their genuine intentions at the time the bids are made (Clause 3.8.22A). Clause 3.8.22A has been in operation since 1 February 2003.

While Clause 3.8.22A does not fully address all of the Government's concerns with bidding and rebidding, such as blatant

economic withdrawal and the gaming of constraints, it is important that the 'D' Class penalty be applied to ensure that generators who do not bid in good faith are subjected to appropriate penalties.

Electricity is an essential service that impacts upon the daily lives of all South Australians. Reliable supply of electricity at reasonable prices is essential to the community and to the ongoing competitiveness of South Australian businesses, small and large. Consumer protection from uncompetitive behaviour is a key principle underpinning this legislation.

Overall, the penalty provisions will be a substantial incentive for industry participants to comply with significant obligations under the Code.

The National Electricity Market Legislation Agreement between the jurisdictions participating in the National Electricity Market requires the written approval by all Ministers for amendments to the Act and Regulations. I can confirm that all Ministers have provided written approval for the introduction of this Bill and the subsequent making of a regulation to assign the Class 'D' penalty to Clause 3.8.22A of the Code.

I commend the National Electricity (South Australia) (New Penalty) Bill 2003 to Honourable Members.

EXPLANATION OF CLAUSES

Part 1—Preliminary

1—Short title

This clause is formal.

2—Commencement

This clause provides that the Act will come into operation on a day to be fixed by proclamation.

3—Amendment provisions

This clause is formal.

Part 2—Amendment of National Electricity (South Australia) Act 1996

4—Amendment of section 13—Civil penalties for breaches of Code Section 13 of the *National Electricity (South Australia) Act 1996* provides that the regulations may prescribe a provision of the *National Electricity Code* as a Class A, Class B or Class C provision. The maximum civil penalty for breach of a provision is determined on the basis of the class of that provision as prescribed by the regulations.

Proposed section 13(4), as inserted by this clause, provides that the regulations may prescribe a provision of the Code as a Class D provision. For breach of a Class D provision, the National Electricity Tribunal may, in accordance with the National Electricity Law, impose a civil penalty not exceeding \$1 000 000 and \$50 000 for each day that the breach continues after service by National Electricity Code Administrator Limited (NECA) of notice of the breach.

The Hon. W.A. MATTHEW secured the adjournment of the debate.

COOPER BASIN (RATIFICATION) AMENDMENT BILL

Adjourned debate on second reading.

(Continued from 23 September. Page 215.)

The Hon. W.A. MATTHEW (Bright): I rise as lead speaker for the opposition to support the passage of this bill. The bill is non-contentious and effectively facilitates various amendments of an administrative nature to the existing Cooper Basin (Ratification) Act. This bill has been around for some time. In fact, the government originally introduced it in July 2003 and there was no opportunity to complete the debate. It is now back with us, but its history goes back a lot further than that. In fact, it was actually drafted during the last year of the Liberal government. Normally I would be critical of a government for taking so long to introduce legislation, but I do not offer criticism on this occasion because I think it is important for the house to look at exactly what this bill is about.

It effectively has a number of elements that are perceived by the National Competition Council as being anti-competitive. I think that most members of this house would agree that

government employees, for years, have reviewed, ad nauseam, at great cost to the taxpayer around the nation, every clause of every piece of legislation ever drafted. One really has to ask the question: what benefit does this have to our electors (the people we represent) at the end of the day, in light of some of the things that are now being imposed upon us by this national body? Perhaps at a later time all members of the house will collectively focus on just what should continue in relation to the workings of the NCC concerning many things within this state.

There are a number of issues with this bill that were perceived as possibly being anti-competitive, or lacking some transparency in the trade practice authorisations, and the exemption from being subject to economic criteria for greater production licences may be a problem. As a consequence, amendments were drafted—as I said, during the time of the Liberal government. We did not enthusiastically run into the house with them before the election because we believed that it was a matter that could wait. This government also believed that it was a matter that could wait and, as I said, I cannot criticise it for that.

In the short time that I will speak on this bill I think it is important to look at the reason that it was enacted in the first place. It was essentially enacted to ratify the indenture between the government and the consortium of petroleum companies—the producers, if you like—who were responsible for the development of gas reserves discovered in the Moomba area of South Australia and subsequently delivered to both the Adelaide and Sydney markets. This is an important market, it is an important area of our state, it is an important gas supply and, indeed, it is an important piece of legislation.

The act and the indenture provided some certainty to the producers at a time when they were effectively about to incur very significant development costs to supply particularly the new Sydney gas market. So, this bill provided them with the comfort that they needed—and importantly so—to make that investment. It clarified a range of things, such as joint marketing of gas by the producers so that they were not in breach of the commonwealth Trade Practices Act 1974-75. It enabled the producers to be entitled to the grant of their production licences as required; it detailed how royalties would be calculated so that that was explicit; it ensured that the producers had the right to construct facilities, roads, pipelines, etc., outside their licence areas as required to develop those gas reserves; and it ensured that all the production licences held by the producers could be treated as a single licence for some requirement under the Petroleum Act for administrative convenience.

Those were very sensible things to do but, because of the strict guidelines that the National Competition Council has, the act has a number of elements that were perceived by it as being anti-competitive. The review of the act was undertaken as part of the obligation under competition principles and, as a consequence, amendments have been brought to this house. Again, consultation has occurred ad nauseam with the parties involved—with Santos and the other producers who are part of the venture.

I commend the government employees for their diligence in carrying out the work on this bill. I know that at times they found the task painful—as, indeed, have many others in our community—in working through the whims of the National Competition Council. Despite their frustration at some of the things that are imposed upon them, I commend them for diligently undertaking their duties in preparing these amend-

ments. I am pleased to at least be able to stand in the house to put an end to this part of the process, and I trust that the bill will have speedy resolution.

Mrs GERAGHTY: Mr Speaker, I draw your attention to the state of the house.

A quorum having been formed:

The SPEAKER: Order! Before I call on the minister, can I tell the house that we will shortly be leaving to call on Her Excellency.

The Hon. J.D. LOMAX-SMITH (Minister for Tourism): I wish to thank members for all their contributions on this bill. It is non-controversial. There are now two competing suppliers of gas in the retail gas market. The issues have been greatly resolved since extra pipelines have been built in south-east Australia and new gas fields have been discovered off the Victorian coast. The bill is important nonetheless because it demonstrates the government's commitment to honouring agreements so that future investment in major projects is not put at risk. On this basis, I commend the bill to the house.

Bill read a second time and taken through its remaining stages.

The Hon. P.F. CONLON (Minister for Infrastructure): I move:

That the time for moving the adjournment of the house be extended beyond 5 p.m.

Motion carried.

ADDRESS IN REPLY

The SPEAKER: I point out to all honourable members that I propose to call on Her Excellency the Governor with the mover and the seconder of the Address in Reply and such other number of the members of the house who may, in good grace, choose to accompany us.

[Sitting suspended from 4.07 to 4.54 p.m.]

The SPEAKER: I am pleased to report to the house that I have, in company with the mover and the seconder of the Address in Reply, delivered the Address in Reply to Her Excellency, the Governor, at Government House Adelaide, and she has been pleased to receive it with the following message:

To the honourable Speaker and members of the House of Assembly: I thank you for the Address in Reply to the speech with which the Governor's Deputy opened the third session of the 50th parliament. I am confident that you will give your best consideration to all matters placed before you. I pray for God's blessing upon your deliberations.

ADJOURNMENT

At 4.58 p.m. the house adjourned until Monday 20 October at 2 p.m.

HOUSE OF ASSEMBLY

Monday 13 October 2003

QUESTIONS ON NOTICE

MURRAY RIVER

16. **Mr HAMILTON-SMITH:** What effect will recent legislative changes to the River Murray have on tourism, recreational and houseboat operators?

The Hon. J.D. LOMAX-SMITH: The River Murray Act (of which the date of operation has still to be proclaimed) and its subsequent legislative changes are supported by the South Australian Tourism Commission (SATC). The SATC had the opportunity to respond to the Act from its inception as a Discussion Paper. It supported the Act as an attempt to coordinate existing fragmented substantive measures for sustainable management of the Murray.

The Act is not expected to have a significant effect on tourism, recreational and houseboat operators. The tourism industry in general is characterised by its relatively benign environmental impacts. The SATC is particularly keen to ensure that all tourism developments—especially those in sensitive areas such as in water catchments—are sustainable. In fact, the long-term success of the industry in South Australia in many ways depends on these developments existing in harmony with their immediate environments.

The State Tourism Plan 2003-2008, a joint tourism industry/government plan that provides a shared vision, clear direction and a sound platform for sustainable tourism growth, includes a specific strategy to “participate as a key stakeholder in the management debate to achieve more sustainable use of the Murray.

Sustainability is at the heart of the state’s tourism strategy. The health of the Murray is therefore paramount in supporting tourism-related activities and operators. In essence the Plan therefore supports the aims of the Act.

TOURISM BUDGET

18. **Mr HAMILTON-SMITH:** How much of the Tourism budget is sourced from other government agencies and what are the details?

The Hon. J.D. LOMAX-SMITH: The South Australian Tourism Commission (SATC), the Adelaide Convention Centre and the Adelaide Entertainment Centre receive their relevant appropriation from the Department of Treasury and Finance.

The SATC undertakes a number of joint co-operative projects with government agencies. For example, in 2002-03, the SATC was a partner together with the Office for Recreation and Sport, Department for Environment and Heritage and Forestry SA in the nature-based trails project.

GOODS AND SERVICES

20. **Mr HAMILTON-SMITH:** What are the details of the \$0.85 million reduction in the sales of marketing goods and services for 2003-04?

The Hon. J.D. LOMAX-SMITH: Sales of marketing goods and services revenue has decreased from the 2002-03 estimated result of \$2.295 million to the 2003/04 budget of \$1.439 million. This decrease of \$856 000 is due to once-off marketing campaigns and co-operative marketing projects held in 2002-03.

The South Australian Tourism Commission leverages its marketing campaign costs with funds from private organisations to ensure the most effective campaigns are produced. The 2003-04 sales and marketing budget is a conservative estimate, as it not always possible to predict new marketing opportunities that will exist during the year.

Specific once-off projects in 2002-03 included the Australian Tourist Commission’s “See Australia Campaign”, the National Tourism Awards and a variety of smaller co-operative marketing campaigns. In addition, the 2002-03 estimated result included items not budgeted for such as revenue due to recouped expenditure from familiarisations.

ADELAIDE TOURISM MARKETING

27. **Mr HAMILTON-SMITH:** What is the current funding for the Adelaide Tourism Marketing and are there plans to increase this funding?

The Hon. J.D. LOMAX-SMITH: The South Australian Tourism Commission provides funding, in line with its regional funding guidelines, to the State’s twelve tourism regions. The funding is channelled through the respective Tourism Marketing Committees, which includes Adelaide Tourism Marketing. In 2003-04, Adelaide Tourism Marketing has been allocated \$190 000 and this money is matched by regional stakeholders. Opportunities to increase funding to each of the State’s tourism regions are constantly being examined.

In 2003, the South Australian Tourism Commission also provided funding for the following activities for the Adelaide tourism region.

- The production of an Adelaide Media Kit and The Hip Guide to Adelaide at a total production cost of \$21 370.
- The SATC’s Visual Resources Unit undertook a five-day film and photographic shoot, a gay and disabled tourism shoot, a backpacker photo shoot and produced ‘A Guide To Marketing Adelaide’ incorporating the production of 1000 cd’s at a combined cost of \$67 000.
- Photo shoots were conducted for the AAPT Tennis Championships, Mitsubishi Adelaide International Horse Trials, Adelaide Rose Festival, Credit Union Christmas Pageant, Jacobs Creek Tour Down Under, Australian BMX Championships and WOMAdelaide at a total investment of \$10 000.

The State’s twelve tourism regions are also equitable partners in the National *Secrets* Campaign and an Intrastate Campaign totalling more than \$600 000. The Intrastate Campaign includes exposure through programs and advertising campaigns in *The Advertiser*, Radio 5AA, Channel 9’s *Postcards* and Channel 7’s *Discover*, Triple A Tourism and SA Motor.

TOURISM DEVELOPMENT FUND

31. **Mr HAMILTON-SMITH:** What are the details of the Tourism Development Fund disbursements for 2001-02, 2002-03 and 2003-04, including applications received and applications approved?

The Hon. J.D. LOMAX-SMITH: The attached table provides details of the information requested:

Year	No. of applications received	No. of applications approved	Value of funding \$
2001-02	94	56	1 355 194
2002-03	102	47	942 735
2003-04*	43	-	-

* Please note that for the 2003-04 Tourism Development Fund, applications are still being assessed and no decision has been made about the disbursement at this stage.

TOURISM, SOUTH AUSTRALIA

33. **Mr HAMILTON-SMITH:** What are the inbound and outbound tourist statistics for South Australia over the past 12 months?

The Hon. J.D. LOMAX-SMITH:

Inbound

- During the 12 months ended 31 March 2003, South Australia attracted an estimated 309 200 international visitors (aged 15+ years).

Source: BTR International Visitor Survey

- During the 12 months ended 30 June 2003, South Australia attracted an estimated 1 809 000 interstate overnight visitors (aged 15+ years).

Source: BTR National Visitor Survey

Outbound

- During the 12 months ended 31 March 2003, there were an estimated 148 836 South Australian residents departing overseas short-term (aged 15+ years).

Source: ABS Overseas Arrivals and Departures (unpublished data).

- During the 12 months ended 30 June 2003, South Australian residents (aged 15+ years) made an estimated 1 826 000 overnight visits interstate).

Source: BTR National Visitor Survey.

QUEENS THEATRE

36. **Mr HAMILTON-SMITH:** When will the Queens Theatre be transferred to Arts SA, is there a budget allocation to facilitate this and is seating for the Theatre part of allocation?

The Hon. J.D. HILL: Transitional management of the Queen's Theatre by Arts SA commenced on 1 July 2003, with an annual subsidy of \$72 000 to be transferred from the Department of Environment and Heritage.

Transfer of the property title to the Minister for the Arts will be effected in the near future.

Seating is not part of the subsidy allocation.

OLD ADELAIDE GAOL

37. **Mr HAMILTON-SMITH:** When will the Old Adelaide Gaol be transferred to Arts SA and is there a budget allocation to facilitate this?

The Hon. J.D. HILL: The future ownership and use(s) of the Old Adelaide Gaol are currently being considered. A committee has been established which includes representatives from Arts SA and other relevant departments to investigate and consider resource requirements and the issue of future ownership.

MUSIC HOUSE

40. **Mr HAMILTON-SMITH:** With respect to the operations of the Music House—

(a) what are the details of the current leasing arrangements, what is its licensed capacity and what are the entry charges;

(b) how many tenders were received for its recent reconstruction;

(c) was the current operator required to submit a business plan;

(d) has any Government funding or grants or concessions been granted to the new operator; and

(e) what are the details of all outstanding creditors from the previous operation in 2002 and what arrangements are in place?

The Hon. J.D. HILL:

(a) The lease over the venue is for two years from 1 July 2003; the licensed capacity of the venue has been negotiated by the lessee as part of his application for a liquor licence and for which he is accountable to the Liquor Licensing Commission; entry charges are a matter for commercial decision by the lessee. The other tenants of the building are Musica Viva, Ausmusic and Peter Darwin Presents. A lease arrangement has been negotiated by Arts SA with these tenants.

(b) Thirteen expressions of interest were received for the operation of the venue.

(c) The short listed operators were required to submit a detailed 1-3 year business plan outlining:

- Their ability to operate as a commercial operator
- A financial plan, showing quarterly financial projections/benchmarks
- A branding/marketing plan for the venue
- A breakdown of their priorities for programming the venue
- The business structure for the venue, including legal and insurance coverage
- Their timelines for bringing the venue to full operation.

(d) Arts SA has agreed to a rent free period of three months for the venue.

(e) Music House Inc, an independent incorporated association, was placed in liquidation by creditors on 23 December 2002. The liquidator appointed by creditors was Sims Partners, who assumed control of operations as at that point. The list of creditors is a matter for the liquidator and is not in the possession of Arts SA. Arts SA has been advised by the liquidator that after staff payments (staff ranked as secured creditors) and fees payable to the administrator/liquidator, no funds remained for distribution to unsecured creditors. This information was provided to creditors in a Sims Partners report dated 3 June 2003 ahead of a meeting of creditors on 18 June 2003.

MUSIC BUSINESS ADELAIDE

41. **Mr HAMILTON-SMITH:** What are the details of all outstanding creditors from the Music Business Adelaide operation in 2002 and what arrangements are in place?

The Hon. J.D. HILL: It is understood that a significant number of creditors of Music House Inc, an incorporated association, were creditors of Music Business Adelaide, one of the then Music House Inc's key projects. The details of outstanding creditors is in the hands of Music House Inc's liquidators, Sims Partners. Creditors were

advised in a document dated 3 June 2003 that after payment of staff and administrator/liquidator fees, no funds remained for distribution to unsecured creditors.

LIVE MUSIC

42. **Mr HAMILTON-SMITH:** How much funding was provided to Live Music in 2002-03, how was this allocated under each program and who were the recipients?

The Hon. J.D. HILL: In 2002-03, Live Music funding of \$21 610 was allocated to the completion by JABA Pty Ltd and Mr Simon Cole of the SA Music Online website, under the aegis of Ausmusic (SA). The website was showcased at the Live Contemporary Music Forum on 17 March 2003, and launched at the Governor Hindmarsh Hotel on 23 July 2003. The amount of \$10 323 was allocated to initial planning for a live music festival in the West End of Adelaide, in conjunction with a refocused Music Business Adelaide industry event, scheduled for November 2003.

Under Arts SA's Recording Assistance Program (RAP), \$36 300 was allocated to contemporary musicians in 2002-03.

CONTEMPORARY VISUAL ARTS AND CRAFT SECTOR

45. **Mr HAMILTON-SMITH:** Will there be any funding allocation in 2003-04 addressing the recommendations of the Myer Inquiry into the Contemporary Visual Arts and Craft Sector and if so, what are the details?

The Hon. M.D. RANN: I am advised that discussions are progressing at the national level to develop a joint Commonwealth-State/Territory package of support for the contemporary visual arts and craft sector across the nation. Bilateral discussions between South Australia and the Commonwealth are also progressing with a view to developing a package which will cater specifically to the needs of the SA sector. The South Australian Government is considering its priorities and funding contribution for the sector as part of these discussions. At this stage, it is hoped there will be an initial announcement about the Myer package in late October 2003.

ARTS FUNDING

Mr HAMILTON-SMITH:

35. How many black nights occurred in all performance and display areas at the Festival Centre in 2002-03 and how many are expected for 2003-04?

38. Will the South Australian Film Corporation move from Hendon to Norwood and if so, why and will the Corporation require the additional funding to facilitate this?

39. What funding has been allocated to Adelaide International Film Festival in 2005, how much additional funding will be required to conduct the Australian International Documentary Conference, how many additional staff will be required and will this conference be jointly funded by Tourism SA or Australian Major Events?

43. What are the details of any funding, sponsorship or in-kind support provided to the Arts Budget from other Government Agencies?

44. Which organisations will no longer receive funding from the Arts Grants Programs, which organisations who have applied for the first time will miss out and what assistance will be available to mental health organisations?

46. What are the details of any agreement signed with the Northern Territory Government relating to film industry assistance and how has this impacted the Arts budget in 2003-04?

The Hon. M.D. RANN: Responses to these questions asked during the 2nd Session of the 50th parliament were forwarded to the member via letter at the end of the session.

A copy of the responses provided are attached.

Attachment

No. 35 (No. 202 in the 2nd session)

I am advised that Statistics for the venue hire, scheduled maintenance and dark days in each of the Festival Centre venues for 2002-03 and 2003-04, as at 18 July 2003, are provided in the following table:

	Festival Centre	Dunstan Playhouse	Space Theatre	Her Majesty's Theatre
Days used	291	230	206	129
Scheduled maintenance	29	12	522	
Dark days	45	123	154	214

2003-04 (Note: includes current tentative bookings)

Days used	325	192	236	177
Scheduled maintenance	7	12	1912	
Dark Days	33	161	110	176

No. 38 (No. 205 in the 2nd Session)

I am advised that the Department for Administrative and Information Services is currently preparing a report to the Board of the SA Film Corporation outlining the options for its premises.

The Board will need to consider these options for any potential move.

In relation to the questions about the reason for, and funding for, the SA Film Corporation's potential move, I refer the Honourable Member to Hansard where he will find the answers already provided to these questions in April this year.

No. 39 (No. 206 in the 2nd Session)

I am advise that the 2005 Adelaide Film Festival will have \$500 000 directed to it in each of the 2003-4 and 2004-5 financial years, with an additional \$1 million for the commissioning of films.

The Australian International Documentary Conference, which was won by Adelaide in a competitive tender run by the national AIDC board, will have a total of \$130 000 in State Government funds directed to it. This includes funds from Arts SA, the Office for Economic Development, the SA Tourism Commission, the South Australian Film Corporation and the Adelaide Film Festival.

I am advised the conference is Australia's only "trade fair" for the burgeoning international marketplace in documentary filmmaking of all kinds, which has been accelerated by the exponential growth in digital technology and multimedia, broadband and cable television all over the world. The conference also offers singular opportunities to promote SA locations to international documentary-makers, producers and media channels. Based on attendance figures for the 2003 conference, it is anticipated that at least 800 delegates will come to Adelaide for the event.

Administration of the event will be undertaken by Adelaide based producer/presenters Arts Projects Australia, who are to be contracted by the national documentary conference board. The employment of staff resources to deliver the event will be carried out by Arts Projects Australia, according to a budget to be agreed between these parties, with the imprimatur of a South Australian steering committee.

No. 43 (No. 210 in the 2nd Session)

I am advised that: "For 2003-04 funds have either been or are to be provided for specific projects as follows. For the 2004 Australia Council's Australian Performing Arts Market in Adelaide, the Australia Council will commit \$237 500, and the Department of

Foreign Affairs and Trade \$52 500, payable to Arts SA. Arts SA's commitment to the project is \$175 000. Arts SA is also managing the completion of a major Centenary of Federation public art project on behalf of Transport SA, Planning SA, the Passenger Transport Board and Arts SA, including a partnership with the Adelaide City Council, with a total of \$500 000 committed by the State Government agencies and the ACC. Funds for a \$155 000 development project for the four arts centres in the Anangu Pitjantjatjara Lands have been committed by the Departments of Human Services, Environment and Heritage, Transport and Urban Planning, Justice, the Anangu Education Unit of the Department of Education and Children's Services, the Social Inclusion Unit and the SA Tourism Commission, as well as by Arts SA.

No. 44 (No. 211 in the 2nd Session)

I am advised that: "While successful applications are made public once approved by the Minister, unsuccessful applications remain confidential in the interest of the individual or organisation concerned.

Through Arts SA's Health Promotion Through the Arts program, two specific projects involving mental health have received sponsorship for 2003-04. These are the Fine Lines Band (\$14 000 for creative arts workshops and performances for survivors of mental illness), and the Bullied Workers' Support Action Network (\$6 000 for their Red Rags Theatre Project). It should be pointed out that a great many programs receiving sponsorship through Health Promotion Through the Arts will indirectly support mental health and well-being, for example Flinders Medical Centre for their 2003-04 Arts in Health program.

No. 46 (No. 213 in the 2nd Session)

I am advised: "No agreement has been signed with the Northern Territory Government relating to film industry assistance.

GOVERNMENT CHARGES

47. **Mr HAMILTON-SMITH:** What fixed costs have been or will be charged to each of the following: Adelaide Festival Centre, State Library of South Australia, Art Gallery of South Australia and the South Australian Museum, in 2001-02, 2002-03 and 2003-04 with respect to:

- (a) DIAS services;
- (b) lead agency levies;
- (c) building maintenance;
- (d) specialist services;
- (e) government EDS contract;
- (f) whole of government contracts; and
- (g) legal advice or opinions?

The Hon. M. D. RANN: I am advised of the following:

	State Library of South Australia			Art Gallery of South Australia			South Australian Museum			Adelaide Festival Centre		
	2001-02	2002-03	2003-04	2001-02	2002-03	2003-04	2001-02	2002-03	2003-04	2001-02	2002-03	2003-04
	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000	\$'000
DAIS Services	215	241	318	95	105	86	547	542	592	-	-	-
Lead Agencies levies	-	-	-	-	-	-	-	-	-	-	-	-
Building Maintenance – Facilities Management (DAIS – not included above)	626	631	702	1 473	1 679	1 536	1 291	1 291	1 307	-	-	-
Building Maintenance – Facilities Management (Non DAIS)	-	-	-	-	-	-	-	-	-	1 308	1 299	1 149
Specialist services	32	27	18	19	20	29	198	19	18	70	62	65
Government EDS Contract	288	266	310	31	21	23	98	76	98	-	-	-
Whole of government contracts	123	142	142	370	523	530	333	397	369	172	197	220
Legal advice or opinions	-	-	-	-	-	-	1	-	-	-	-	-

WATERHOUSE NATURAL HISTORY ARTS PRIZE

49. **Mr HAMILTON-SMITH:** What is the value of the 'Waterhouse Natural History Arts Prize', how was the money raised, has the government contributed to the value or concept of the prize and if so, how?

The Hon. M.D. RANN: I am advised that the winner of the Waterhouse Natural History Arts Prize received \$30 000. Within each category, the category winner received \$10 000, 2nd prize of \$5 000, and 3rd prize of \$2 500. A peoples choice award of \$2 500

was also awarded.

This is a South Australian Museum initiative that is not funded by the Government.

Cash sponsorship of \$37 000 has been raised and a further \$20 000 was raised from commissions on the sale of artwork. 'In kind' sponsorship of approximately \$360 500 was also raised.

MUSEUM

51. **Mr HAMILTON-SMITH:** How much extra funding has

or will be provided to the South Australian Museum budget to compensate for the increase in floor space resulting from the recently completed extension?

The Hon. M.D. RANN: I am advised that no additional recurrent funding has been provided for the redevelopment of the Natural Science Building or the Australian Aboriginal Cultures Gallery. However, an additional once off contribution of \$100 000 will be provided in 2003-04 for operating expenses.

52. **Mr HAMILTON-SMITH:** What powers have the South Australian Museum Board in controlling the museum's financial affairs and what powers are retained by Arts SA?

The Hon. M.D. RANN: I am advised that the recurrent operating grant for the South Australian Museum is allocated by Arts SA to the South Australian Museum. However, there are several items over which the Museum has limited control, namely charges for collection conservation, shared corporate services support, building maintenance and property services. Arts SA endeavours to allocate this expenditure in accordance with need, equitably across all the North Terrace Cultural Institutions.

53. **Mr HAMILTON-SMITH:**

The Hon. M.D. RANN: I am advised that the provision of safe storage of the SA Museum spirit collection is progressing. Further, some minor works will require attention over the next few years such as repair to the main building stonework.

54. **Mr HAMILTON-SMITH:** What is the total budget for the South Australian Museum in 2003-04 and what is the percentage of fixed and variable costs, respectively?

The Hon. M.D. RANN: I am advised that the total Recurrent Operating Grant from Arts SA for 2003-04 is \$7 231 000. This represents 82 per cent fixed costs and 18 per cent variable costs.

ADELAIDE SYMPHONY ORCHESTRA

56. **Mr HAMILTON-SMITH:**

1. What is the current membership of the Adelaide Symphony Orchestra Board and will the membership change in the near future?

2. What were the levels of State and Federal Government funding, respectively, to the ASO in 2002-03 and 2003-04?

The Hon. J.D. HILL:

1. The current membership of the Adelaide Symphony Orchestra Board: John Uhrig (Chair), James Bell, Oliver Clark, Sherri Handley, Carolyn Pickles, Ian Proctor, Norman Schueler and the Managing Director (ex officio). Appointments are until 2004, 2005 and 2006. New appointments will be made in the future.

2. The ASO received \$1 343 850 from the SA Government in 2002-03 and \$1 360 000 in 2003-04. The Federal Government funds the ASO on a calendar year basis, providing \$4 337 388 in 2002 and \$4 418 540 in 2003.

MUSIC BUSINESS ADELAIDE

57. **Mr HAMILTON-SMITH:** Will Music Business Adelaide be conducted in 2003 and if so, when, and how will it be funded?

The Hon. J.D. HILL:

1. A new live music event, the Fuse Festival and Conference, will replace Music Business Adelaide held in past years, and will occur from Thursday 20 November to Saturday 22 November 2003. The Fuse Festival and Conference is an opportunity to bring together key industry practitioners with interstate and local emerging artists, promoters, managers, producers and others who want to gain industry skills through a series of seminars, panels, workshops and master classes. The Fuse Festival and Conference culminates in a large live music performance program throughout many west end venues scheduled for the evening of Australian Music Day, Saturday 22 November 2003.

The Fuse Festival and Conference is being primarily funded through the Arts SA Live Music Fund. Funding for the event has been confirmed as follows:

- Arts SA Live Music Fund—\$200 000;
- Health Promotions—\$18 000;
- Australasian Performing Rights Association—\$5 000; and
- Phonographic Performance Company of Australia Limited (PPCA)—\$4 000.

Cash sponsors have also been confirmed including:

- Rainbow Press—\$1000; and
- Ministry of Sound—\$2800.

ARTS INDUSTRY CLUSTER

62. **Mr HAMILTON-SMITH:** What are the outputs and goals of the Arts Industry Cluster, who are its members and patrons, how much funding has been allocated and will it produce an annual report?

The Hon. M.D. RANN: I am advised that the outputs and goals expected to flow from the Arts Industry Cluster include:

- Maximising current opportunities to develop a sustainable Arts Industry in South Australia through ongoing development and attraction of complementary companies and activities
- Establishing a partnering collaborative approach by industry and government to the growth of the Arts Industry in South Australia
- Creating new commercial opportunities through teaming and joint marketing
- Building new commercial networks
- Establishing collaborative forums to address industry issues
- Developing a new generation of industry leaders and reducing reliance on government
- Enhanced linkages between the Arts Industry and education
- A demand driven framework for government support.

Its membership is drawn from interested members of the arts sector. The data base of members is attached. There are no patrons.

Business Vision 2010 allocated \$20 000 seed funding to the cluster.

The Cluster has no formal structure and will not produce an annual report.

Members

Title	First Name	Surname	Company
Ms	Jane	Andrews	Craft South
Mr	Fraser	Bell	Finlaysons
Mr	Giles	Bettison	
Mr	Stephen	Block	Manager
Mr	Charles	Bodman Rae	University of Adelaide
Mr	Michael	Bollen	Wakefield Press
Ms	Kate	Brennan	Adelaide Festival Centre Trust
Ms	Stephanie	Britton	Artlink Australia
Mr	David	Bromley	Visual artist
Ms	Sally	Chance	Restless Dance Company
Mr	Robert	Clarke	Adelaide Symphony Orchestra
Mr	Richard	Coker	School of Architecture & Design,
Mr	Paul	Daly	Department of Industry & Trade

Members

Title	First Name	Surname	Company
Mr	Rolf	De Heer	SA Film Corporation
Ms	Julia	De Roeper	
Ms	Alison	Dunn	Adelaide Festival
Mr	Colin	Dunsford	Arthur Andersen
Ms	Elizabeth	Eaton	Festival City Conventions
Ms	Caroline	Farmer	Australian Network for Art & Technology
Ms	Catherine	Fitzgerald	Vitalstatistix Theatre
Mr	Frank	Ford	Arts Board
Mr	Noel	Frankham	University of SA
Ms	Mandy-Jane	Giannopoulos	Arts SA
Mr	Brian	Gilbertson	
Ms	Jodie	Glass	Adelaide Fringe
Mr	Ribnga	Green	Tandanya
Mr	Paul	Greenaway	Greenaway Art Gallery
Ms	Gail	Greenwood	Flinders Art Museum (city campus)
Ms	Janet	Grieve	Michels Warren
Ms	Bronwyn	Halliday	State Library of SA
Mr	Kelvin	Harman	Pro Stage
Mr	Gray	Hawke	Gray Hawk Design
Ms	Kathy	Hayter	South Australian Film Corporation
Mr	Scott	Hicks	SA Film Corporation
Mr	Sam	Hill Smith	Hill-Smith Fine Art Gallery
Ms	Julie	Holledge	Flinders University of SA—Drama Depart-
Ms	Stephanie	Johnston	Wakefield Press
Ms	Kate	Jordan-Moore	Art Gallery of SA
Mr	Alan	Joyce	SA Festival Centre
Mr	Trevor	Keeling	Events Oz
Ms	Mojgan	Khadem	Film Writer / Director
Mr	Andrew	Killey	KWP Advertising
Ms	Julie	Lawton	Experimental Art Foundation
Ms	Jing	Lee	The Business Centre
Mr	Bruce	Linn	EDS
Mr	David	Lockett	
Mr	Peter	Lyndon	ABC
Mr	Greg	Mackie	Imprints Books
Mr	Richard	Margetson	ABC
Mr	Kevin	McLean	Imagination Entertainment
Mr	Nicholas	Milton	Adelaide Symphony Orchestra
Mr	David	Minear	c/- SA Film Corporation
Ms	Julie	Mitchell	Santos
Mr	Ben	Moretti	Doppio Parallelo
Ms	Julianne	Pierce	Australian Network for Art & Technology
Ms	Jo	Pike	Country Arts SA
Ms	Judy	Potter	Carclew
Ms	Carolyn	Ramsey	Adelaide City Council
Ms	Libby	Raupach	Executive Director
Mr	Steven	Riley	SA Museum
Mr	Steven	Saffell	Country Arts Trust
Ms	Katrina	Sedgewick	Adelaide Fringe
Ms	Julie	Sloan	Julie Sloan Management Pty Ltd
Mr	Anthony	Steel	

Ms	Sarah	Sutter	Qantas
Mr	Graham	Teague	Hartley Management Group
Mr	Kym	Teh	EDS
Ms	Carol	Treloar	Arts SA
Ms	Sue	Tweddell	
Ms	Julia	Tymukas	Community Arts Network
Mr	Graham	Walters	Chairman, KPMG
Ms	Elizabeth	Warhurst	Elizabeth Warhurst & Associates
Mr	Darryl	Warren	Michels Warren
Mr	Leigh	Warren	Leigh Warren & Dancers
Ms	Mel	Watson	Fruit
Ms	Caroline	Farmer	Australian Network for Art & Technology
Ms	Vicky	Sowry	
Ms	Margaret	Reines	
Ms	Heather	Croall	
Mr	Chris	Joyner	
Mr	Chris	Barker	SA Film Corporation
			Australian Business Arts Foundation
			Gray Street Workshop
			Motorola

FESTIVAL OF IDEAS

63. **Mr HAMILTON-SMITH:** What is the process for selecting and approving the speakers for the Festival of Ideas, who selected them for the 2003 Festival and what timelines applied, and what is the theme for the next Festival?

The Hon. M.D. RANN: I am advised that speakers are selected by the Adelaide Festival of Ideas Advisory Committee, which meets once a month. The committee reports monthly to the Board of the Adelaide Festival.

Members of the Adelaide Festival of Ideas Advisory Committee for the 2003 Festival were:

- Mr Greg Mackie, Chair and Founder of the Festival of Ideas, Director of Imprints Booksellers and (at that time) an Adelaide City Councillor
- Dr Robert Phiddian, Senior Lecturer in English at the Flinders University of SA
- Prof Doug McEachern, Programme Manager, Australian Research Council, Canberra
- Ms Morag Fraser, social commentator, columnist and editor of Eureka Street Magazine
- Professor Paul Davies, Writer and Physicist
- Mr Phillip Adams, Broadcaster and Journalist
- Professor Rhonda Sharp, Professor of Economics, University of South Australia
- Dr Tim Flannery, Director, South Australian Museum
- Dr Mark Cully, General Manager, National Centre for Vocational Education Research
- Professor Penny Boumelha, Deputy Vice Chancellor (Education) and Provost, University of Adelaide
- Ms Rose Wight, Executive Producer, Festival of Ideas.

The Adelaide Festival of Ideas is held biennially. The theme for a Festival of Ideas is normally finalised in the November or December immediately following the preceding Festival of Ideas. This allows a 20-month lead-time in which to identify potential speakers, determine their availability and finalise contracts.

The list of speakers for the 2003 Festival of Ideas, which was held in July, was finalised in May 2003.

In keeping with this timeline, possible themes for the 2005 Adelaide Festival of Ideas are still under consideration.

SA MUSIC ONLINE

64. **Mr HAMILTON-SMITH:**

1. Will live bands be able to directly book into a venue on SA Music Online and if so, have booking agents been advised of this service?

2. Has Carclew been given responsibility for the 'Contemporary Musicians in Schools' program and if so, how will this interface with Ausmusic?

3. What are the details of the Live Music Festival?

4. What programs will be put in place to train behind-the-scenes personnel of the music industry?

The Hon. J.D. HILL: I have been advised:

1. The SA Music On Line web site is not designed for live bands to book directly into a venue. Bands may e-mail a venue by obtaining the venue's address through the web site, however the confirmation of a booking remains at the discretion of the venue, either directly or through the designated booker or agent.

SA Music On Line is a promotional site, which raises the status of artists, venues and performances. During May 2003, a letter inviting agents to be included on the SA Music On Line web site was sent. A number of agents have responded to this invitation and will appear on the Music SA On Line in the coming months as part of a broader music industry listing.

2. Carclew has been given the responsibility for the Contemporary Musicians in Schools program and is currently developing the program for delivery in 2004. It is anticipated that the programs will complement programs run by Ausmusic and other organisations charged with the delivery of contemporary music programs into schools.

3. The Fuse Festival and Conference, formally Music Business Adelaide, is scheduled to occur from Thursday 20 November to Saturday 22 November 2003. The Fuse Festival and Conference is an opportunity to bring together key industry practitioners with interstate and local emerging artists, promoters, managers, producers and others who want to gain industry skills through a series of seminars, panels, workshops and master classes. The Fuse Festival and Conference culminates in a large live music performance program throughout many west end venues scheduled for the evening of Australian Music Day, Saturday 22 November 2003.

4. The Government's Live Music Fund program is targeted to support musicians and bands to record and tour, and for artistic development. Support is also available for electronic media, and for music and event managers to undertake initiatives that develop the local music industry.

REGIONAL DEVELOPMENT BOARDS

74. **Mr HAMILTON-SMITH:** When will the Report on the eight Regional Development Boards be released?

The Hon. R.J. McEWEN: The Minister for Industry, Trade and Regional Development has provided the following information:

The five-year Resource Agreements with each of the State's 14 Regional Development Boards requires an independent review to be

undertaken of each Board's activities in accordance with the agreement towards the end of the term of those Agreements.

An Adelaide-based firm, Economic Research Consultants (ERC) Pty Ltd, in association with two other associates was contracted to review 6 Regional Development Boards approximately one year ago. Copies of each of those 6 reports and a briefing from the Office of Regional Affairs were provided to the Leader of the Opposition shortly after they were completed.

Economic Research Consultants Pty Ltd was subsequently engaged to review the remaining eight Regional Development Boards and to also provide an overview summary report drawing together its findings covering the whole regional development framework. The review reports for six Boards are now complete. The remaining two are only awaiting consideration and acceptance by their respective Boards and local government funding partners.

Completion of the overview report for the whole regional development framework is imminent. Once I have received the remaining eight reports and the overview report, I will promptly make copies and a briefing from the Office of Regional Affairs available to the Leader of the Opposition.

PLAYFORD CAPITAL BOARD

76. **Mr HAMILTON-SMITH:** What is the current membership and tenure of the Playford Capital Board, are changes to the Board's structure imminent and is there any plan to merge the Board with the Venture Capital Board and if so, what are the details?

The Hon. J.D. LOMAX-SMITH: Details of current membership of Playford Centre (Register of Directors) including the terms of appointment as at September 2003 are as follows:

Name	Office	Date of appointment	Expires
Mr Ian Kowalick	Chair	3 Dec 2001	30 June 2005
Mr John Hood	Director	13 Sep 2002	14 Sep 2004
Mr Peter Williams	Director	13 Sep 2002	14 Sep 2004
Mr Bruce Linn	Director	13 Sep 2002	14 Sep 2004
Ms Margaret Price	Director	13 Sep 2002	14 Sep 2004
Ms Virginia Hickey	Director	13 Sep 2002	14 Sep 2004
Mr Ross Harding	Director	13 Sep 2002	14 Sep 2004
Mr Ian Procter	Director	29 Sep 2002	15 Sep 2004
Geoff Thomas	Director	2 Jan 2001	N/A

There are no planned changes to the structure of the board. A review of Playford Capital/Centre is currently being undertaken. There are no current plans to merge the board with the Venture Capital Board.

ABORIGINES, DOMESTIC VIOLENCE

81. **Ms CHAPMAN:** What new measures were implemented in 2002-03 to address violence in Aboriginal families and what provisions have been made in the 2003-04 Budget?

The Hon. S.W. KEY: In recognition of the severity of the problem of family violence in Indigenous communities and its devastating consequences, a number of initiatives are undertaken by the Department of Human Services.

The Rekindling Family Relationships – Framework for Action is the statewide strategy responding to Indigenous family violence. It is congruent with the proposed whole of government approach to domestic violence, Indigenous family violence and sexual assault, applying a women's safety approach and ensuring service responses are holistic and based on population health analyses.

In 2002-03 the Aboriginal Services Division of the Department of Human Services (DHS) appointed a Project Officer for twelve months to progress the Framework and work with communities to develop local community action plans in response to family violence. The project officer worked in collaboration with the Inter Sectorial Officers Working Group on Indigenous Family Violence and the Attorney General's Department and the Aboriginal and Torres Strait Islander Council. Two milestones reached in rural SA included:

- the first regional forum to establish a local action plan, held in June 2002 at Ceduna
- the establishment in the Oodnadatta region of a local Crime Prevention Action Group which has identified a range of priorities to be addressed, including family violence.

Another advance in meeting the needs of Aboriginal women and children overcoming family violence is the development of models of care using appropriate accommodation options. The Aboriginal Services Division supported the management and staff of Nunga Mi:Minar during the transition from the previous shelter model to

the new cluster housing model for women and children escaping family violence. The new model provides a holistic approach and improved, more appropriate responses for Aboriginal women and children. Supported Accommodation Assistance Program (SAAP) funding totalling \$1.25 million was provided to build and fit out the cluster housing.

From 1 March 2003 the Aboriginal Housing Authority received recurrent funding of \$100 000 per annum from SAAP to employ an Aboriginal housing support worker to provide housing information, referral and advocacy services for homeless Aboriginal families, and to provide brokerage money to enable the support worker to primarily purchase crisis accommodation for homeless Aboriginal families in metropolitan Aboriginal hostels. The brokerage money can also be used to purchase appropriate support services including measures to address violence within the family.

The Aboriginal men's health initiative at Port Adelaide, through the Adelaide Central Community Health Service (ACCHS), provides an Aboriginal community development worker, doctors and a non Aboriginal social worker to address violence issues with Aboriginal men either individually or in groups. The program, which began in March 2003 and is ongoing, occurs in partnership with the ACCHS Regional Aboriginal Health Unit.

Parks Collaborative Agency Partnership (PCAP) was formed by a group of people from agencies and schools in response to growing concern about the number of children not attending school, the social and family issues in the area and the level of violence and property damage. PCAP has identified family issues (including strengthening families, employment, and addressing family violence) as one of its priority action areas. Members of PCAP include the ACCHS Parks & Regional Aboriginal Health Unit and the Metropolitan Aboriginal Youth Team.

A program called 'Investing in Aboriginal Youth' was conducted by Shine SA as part of their professional and community development program within the overall SHine budget. The program has trained 22 Indigenous workers across the state on youth participation and peer education, sexual health, violence, substance abuse and mental health. It assisted workers to recruit local young people as peer educators and provided small grants for the implementation of local health promotion programs in 8 regional locations (Whyalla, Ceduna, Port Lincoln, Berri, Meningie, Muna Paendi, Wiltja (Anangu Pitjantjatjara students) and Kumangka to a total value of \$40 000.

The Southern Domestic Violence Service, through the Southern Women's Health Service, is currently running a support group for Aboriginal and Torres Strait Islander (ATSI) women affected by family violence. The group is conducted by an Indigenous worker to ensure the service addresses the issues in culturally appropriate ways. The service also consulted widely with local ATSI women in the delivery of their services to ATSI people. Overwhelmingly respondents stated that the issues they wanted addressed were grief, loss, culture and physical health, and that they experience domestic and family violence as symptoms of those issues.

Muna Paiendi is the Aboriginal Health Team within Northern Metropolitan Community Health Service, and provides support to all Aboriginal clients and their families. Partnerships are being negotiated by Muna Paiendi with other local human service agencies in the northern metropolitan area. The team has initiated discussions with Family and Youth Services (FAYS), Centrelink and the South Australian Housing Trust about more flexible emergency accommodation arrangements for women clients experiencing family violence, and better Aboriginal community service delivery around relevant payments.

Onkapinga Collaborative Action to Prevent Domestic Violence, a multi agency and community-based forum, was established to work collaboratively to address domestic violence. Twenty-two agencies are involved and ATSI Family Violence has been identified as a priority for the region.

In 2002, the Office for Women identified Aboriginal Family Violence as a key issue in its consultations with Aboriginal women. The 2003 SA Draft Action Plan for Aboriginal Women was distributed to Department Chief Executives and Ministerial Chiefs of Staff for the attention of relevant agencies and Ministers.

Provisions made in the 2003-04 Budget to address violence in Aboriginal families appear to comprise a combination of grants with support in kind, in the way of salaries and time from agencies in the field. In some instances, there has been a re-orientation of ongoing funding towards services in this area.

The Aboriginal Services Division Project Officer position has been funded for the next 6 months from the existing budget within the Division.

The Department of Human Services provided additional funding for minor works support to Nunga Mi:Minar of \$94 000 of SAAP Program monies and a further \$28 000 from DHS.

Other programs include:

- Inner Southern Community Health Service has allocated funding from its salary pool (3 months part funding of an ASO5 position) to look at the needs of Aboriginal families living in the Inner Southern Suburbs around the issue of family violence. In addition, the 2 Aboriginal Health Workers will each spend a day a week dealing with individuals around family violence issues.
- Muna Paiendi will be conducting two new men's programs, with specific funding of \$13 000, and provision of staffing from within the agency's overall budget. The first program is an Aboriginal Men's Drug, Alcohol and violence Awareness Program, focussing on illicit drug use, the affects of alcohol and other drugs, violence and the impact on families, women and children. The program will finish with a camp in the Riverland where the Aboriginal men will be encouraged to live drug and alcohol free. They will take on a range of activities in the Riverland that will focus on trust building.
- Muna Paiendi's second program is a 'Young men's stopping violence program' focusing on other ways of dealing with anger, how to relax and deal with stresses and the consequences of different behaviors. The end of the program will offer a 3-day camp where more delicate issues of violence will be addressed including "family relationships". It will include a mentoring program, as violent behaviour is becoming more of an issue for teenage Aboriginal young people.
- A new staff position has been approved for Women's Health Statewide, a permanent ATSI worker. This constitutes a reorientation of funding to ATSI women's health, and a new strategic direction to include violence and abuse. The ATSI position will be taking up some work in this area for ATSI women.

Commonwealth Funding has also been provided for violence projects in 2003-04. Funding includes:

- ATSI funding of \$50 000 to Neporendi Community Forum, for a project to address violence, covering a worker's salary and activities. The project will be jointly planned with the Noarlunga Health Services ATSI team and Southern Women's Community Health Service.
- Aboriginal Primary Health Care Access Program (APHCAP) to Muna Paiendi for planning and provision of services to Aboriginal communities, in partnership with a number of agencies and government services, and to include health issues associated with family and domestic violence (recurrent funding of between \$500 000 and \$1.12 million to expand primary care services)

SHine SA has also applied for funding (\$140 000) from the Commonwealth Government's RHSET Grants to further work undertaken through the 'Investing in Aboriginal Youth Program'.

SCHOOLS, MAINTENANCE

85. **Ms CHAPMAN:** What is the maintenance budget in 2003-04 and how will this be allocated?

The Hon. P.L. WHITE: The maintenance budget in 2003-04 is \$15.4 million.

Schools are made aware of their level of breakdown maintenance funding through their Statement of Resource Entitlement. The funding is based on a benchmark funding formula that considers school enrolment, CPC attendance, school size and school type. The breakdown maintenance allocation is increased for inflation each year.

The Department pays the breakdown maintenance accounts centrally and then deducts each school's breakdown maintenance bill from their monthly Global Budget allocation.

SCHOOLS, COOMANDOOK AREA

95. **Ms CHAPMAN:** Why will the Coomandook Area School lose another Departmental bus service?

The Hon. P.L. WHITE: As part of the normal routine of regularly reviewing school bus routes, the Transport Services Unit of DECS, undertook a review of the Coomandook Area School buses in Term 1 of 2003.

The Principal and Governing Council of Coomandook Area School proposed that they discuss the findings of the review and make recommendations to the Transport Services Unit to ensure there is a sustainable resolution to the provision of transport assistance to eligible families in accordance with DECS policy.

Following a parent meeting on 24 June 2003, recommendations have been forwarded to the Coomandook Area School Bus Committee and the Transport Services Unit in DECS. The Minister has been advised that this proposal would provide all eligible students with access to a bus and has subsequently approved:-

- The rerouting of the Netherton bus around the Ki Ki area to provide a continued service to the students who currently catch the bus in that area.
- A consequential rerouting of the Buccleuch bus south of Peak to provide a service to students affected by the changed Netherton bus route.
- A new terminus in the Elwomple area for the Elwomple-Coomandook bus run.

SNAKES, PERMIT FEES

124. **Dr McFETRIDGE:** Why was there a 25 per cent increase in licence fees on the class three permits issued to people who keep venomous snakes?

The Hon. J.D. HILL:

On 1 July 2003 permit fees for "Specialist Keep and Sell – Venomous Snakes" rose from \$75 to \$90. The revenue from permits is used to off set (in part) the cost to Government in providing this service. It must be noted that over the previous three years, permit fees rose only 2.3 per cent and failed to cover the cost of administering the system. The increased fees will improve administration and reduce financial pressures on the broader community.

RADIOACTIVE WASTE

125. **Dr McFETRIDGE:** What initiatives and strategies is the Government undertaking to protect low level radio active material stored in buildings and public hospitals in the metropolitan area?

The Hon. J.D. HILL:

1. The EPA has conducted an audit of radioactive material in South Australia with an emphasis on radioactive waste. The report on the audit will provide recommendations for the ongoing management of radioactive material in this State. The Government will consider the recommendations and strategies for ensuring protection of people and the environment from the harmful effects of radiation associated with radioactive material.

DENTAL SERVICES

128. **Dr McFETRIDGE:** How many patients were treated in the Public Dental Hospital in the years 2000-01 and 2001-02 and what is the current waiting list?

The Hon. L. STEVENS: In 2000-01 there were 63 701 patient visits, or attendances, to the Adelaide Dental Hospital (ADH). In 2001-02 the figure was 60 949.

The number of individual patients treated at the ADH in 2000-01 and 2001-02 has not been reported because of inaccuracies in data capture during that period. These inaccuracies were a result of transition issues when the ADH management information systems moved from a mixture of optical scan sheets and manual day book recording to the current EXACT electronic management information system.

The reduction in patient attendances in 2001-02 can be directly attributable to the relocation of the General Dental Clinic in the ADH to a new Community Dental Service facility at Hindmarsh. This arrangement provided better access for adult clients in the western suburbs as well as enabled the development of a strategic focus on teaching and specialist services in the available space at the ADH.

The numbers of patients waiting for care at the ADH at 31 August 2003, and the average waiting times, were:

Clinic	Number waiting for care	Average months waited
Undergraduate Student Teaching Clinics	1108	22.5
Specialist Restorative Care	501	10.4

Specialist Orthodontics	1951	23.1
Specialist Oral Surgery	946	10.1

Waiting lists at the ADH include eligible clients who:

- agree to receive their general dental care from undergraduate students; or
- have been referred by the SADS Community Dental Service and School Dental Service clinics for specialist services, mostly provided by postgraduate students.

In both categories of waiting lists, availability of dental treatment at the ADH will be influenced by the suitability of the person's treatment needs for management by undergraduate and postgraduate students.

LAND, CONTAMINATED

145. **The Hon. D.C. KOTZ:** Has the development agreement between the Government and the Angas Consortium to remediate land in Bowden, Brompton and West Hindmarsh been finalised and

what will be the Government's contribution towards securing the project's outcomes?

The Hon. P.F. CONLON: I provide the following information:

Commercial negotiations between the Land Management Corporation (LMC) and the Angas Consortium have been finalised and endorsed by the LMC Board. Legal documentation between the Government and the Angas Consortium is being finalised. LMC anticipates the contracts will be finalised by December 2003.

The Government's contribution will principally involve responsibility for the management of any historic groundwater issues related to the land, the ongoing management of any on-site containment of contaminated material should it be required and carrying out obligations designated for the Government under any Environmental Management Plans that the Project's independent environmental auditor may deem appropriate.

The conduct of all site works, including land remediation to prepare the land for urban development, will be the Consortium's responsibility.