

## HOUSE OF ASSEMBLY

Thursday, 21 March 2019

The **SPEAKER (Hon. V.A. Tarzia)** took the chair at 11:00 and read prayers.

**The SPEAKER:** I respectfully acknowledge the traditional owners of this land upon which the parliament is assembled, and the custodians of the sacred lands of our state.

### *Parliamentary Committees*

#### **PUBLIC WORKS COMMITTEE: WOMEN'S AND CHILDREN'S HOSPITAL UPGRADE SUSTAINMENT PROGRAM**

**Mr CREGAN (Kavel) (11:02):** I move:

That the 12<sup>th</sup> report of the committee, entitled Women's and Children's Hospital Upgrade Sustainment Program, be noted.

The Women's and Children's Hospital, as is well known to members, is a specialist facility providing comprehensive acute inpatient and outpatient services for women and children. These services include emergency and elective paediatric care, obstetric, neonatal and gynaecological care and the statewide Child and Adolescent Mental Health Service.

Following the state election in March 2018, our government reconfirmed its commitment to build a new women's and children's hospital, co-located with the new Royal Adelaide Hospital, by 2024. In the intervening period, there is a requirement to ensure continued provision of appropriate clinical facilities and infrastructure to support the delivery of clinical services and ongoing quality of care at the Women's and Children's Hospital.

This project, which has been considered by the Public Works Committee, will deliver upgrades to the operating theatres, the Child and Adolescent Mental Health Service unit, the neonatal nursery service and the paediatric emergency department. It will also provide upgrades to infrastructure, engineering, information and communication technology, necessary for the ongoing functioning of the hospital precinct. The estimated total cost of the project is \$50.24 million and the project is expected to be completed in or about December 2022.

The Public Works Committee has examined written and oral evidence in relation to this project, and the committee has also been assured by SA Health officials that acquittals have been received in the Department of Treasury and Finance, the Department of the Premier and Cabinet and also the Crown Solicitor's Office that works and procedures are lawful.

The committee is satisfied that the proposal has been subject to the appropriate agency consultation and meets the criteria for examination of projects, which members will know are described in the Parliamentary Committees Act 1991. Based on the evidence considered and pursuant to section 12C of the Parliamentary Committees Act 1991, the Public Works Committee reports to parliament that it recommends the proposed scope of public works.

**Mr PATTERSON (Morphett) (11:05):** I also rise to speak on the motion that the 12<sup>th</sup> report of the Public Works Committee for the Fifty-Fourth Parliament, entitled Women's and Children's Hospital Upgrade Sustainment Program, be noted. The report examines the history of the proposal and the efficacy of the application of South Australian taxpayer funds to the Women's and Children's Hospital Upgrade Sustainment Program. The Women's and Children's Hospital is part of the Women's and Children's Health Network (WCHN) and a leading provider of care for both children and birthing women here in South Australia.

The Women's and Children's Hospital is a specialist facility that provides comprehensive acute inpatient and outpatient services for women and children, including emergency and elective paediatric care, obstetrics, neonatal and gynaecological care. It also runs the statewide Child and Adolescent Mental Health Service, so it is a very important part of the health network in South Australia. In fact, the Women's and Children's Hospital is the main referral centre for complex

paediatric surgical conditions not only here in South Australia but also for the Northern Territory and some regional centres in both Victoria and New South Wales that are closer to Adelaide than perhaps Sydney or Melbourne.

Each year, more than 30,000 people are admitted to the Women's and Children's Hospital and about 5,000 babies are born there. In addition, more than 250,000 people come to the hospital as outpatients. It certainly is an important part of the health network and, following the state election in March 2018, the Marshall Liberal government reconfirmed its commitment to build a new women's and children's hospital, which will be co-located with the new Royal Adelaide Hospital, by 2024. Those two hospitals, effectively being in the same location once built, will provide great synergies for women giving birth and children.

Acknowledging that there is going to be a relocation of the Women's and Children's Hospital to a new site five or six years from now, there still remains a requirement to provide appropriate clinical facilities and infrastructure in the interim to support the delivery of clinical services and also provide quality care at the WCH. The existing Women's and Children's Hospital comprises nine separate buildings, all of different size, scale and age. There is some interconnectivity existing between a number of those buildings. The type and age of some of those buildings present limited opportunities for significant expansion or redevelopment and are probably reasons for the decision to relocate adjacent to the new Royal Adelaide Hospital in 2024.

That being the case, there is still a need to maintain and ensure that appropriate clinical facilities and infrastructure continue to support ongoing delivery there, as I mentioned, whilst planning for the new Women's and Children's Hospital continues. In fact, the Angas and Allan Campbell buildings on King William Street are both listed on the SA Heritage Register, but it is important to note that no works that the Public Works Committee considered and that have been proposed will occur to either of these buildings, so there are no heritage issues to consider as part of this sustainment program.

As I mentioned, it is a sustainment program. It will deliver essential infrastructure and engineering sustainment works at the Women's and Children's Hospital. These works are necessary to support the existing clinical and infrastructure services within the Women's and Children's Hospital until the delivery of the new hospital in 2024.

In terms of what those sustainment works will address, they are looking at the high-priority elements and critical clinical areas within the Women's and Children's Hospital. There is a six-year time frame, so it is a balancing act in terms of the money you invest, knowing that there will be significant investment in a new hospital. It is important that we still maintain these high-priority elements such as the operating theatres, the Child and Adolescent Mental Health Service unit in Boylan Ward, the neonatal and nursery service and the paediatric emergency department.

A number of selected infrastructure engineering and ICT upgrade works will also occur. The estimated total cost is \$50.24 million, and it is expected to be completed by December 2022. In terms of consultation, one of the key elements is ensuring we consult with clinical and non-clinical staff. The way this consultation has been undertaken has encompassed the primary users, secondary stakeholders and executive stakeholders and project sponsors. The consultation covered the design of new facilities, management of ongoing health service delivery during construction to make sure it is not affected, and long-term operational considerations, including efficiency, clinical effectiveness and safety.

In accordance with the consultation requirements for the Public Works Committee submissions, appropriate interdepartmental consultation occurred with the Department of Treasury and Finance, which has confirmed there are funds available in the state budget for this project. There has also been consultation with the Crown Solicitor regarding due process, and the Crown Solicitor has acquitted the project. The Climate Change Unit within the Department for Environment and Water has also been consulted to make sure that the principles for ESD are integrated into the development.

It is anticipated that the existing Women's and Children's Hospital will continue to provide clinical services for a minimum of six years. In order to ensure that it continues to provide high-quality and safe services to consumers and their families, the clinical facilities and infrastructure need to be

maintained to support existing service demand, operational requirements and key compliance matters.

The investment in the Women's and Children's Hospital infrastructure will be required to maintain patient and family safety, as I said, appropriately manage the clinical risk, provide appropriate space within the building to meet current and future demand over six years, ensure operational efficiency and increased resiliency and also support patient and family-centred care. The advantages of doing this over the six years, as projected, are that it will provide improved clinical facilities and clinical support areas that will facilitate improved health outcomes, family and person-centred care and better patient access and flow. It will also be an opportunity to trial and implement improved models of care in preparation for a future move to the new Women's and Children's Hospital.

The estimated total cost, as I mentioned before, is \$50.24 million. In terms of a breakdown of that proposed expenditure across major categories, the construction costs will be around \$34.3 million, and planning and construction (including contingency) is \$6.01 million. The ICT infrastructure works I mentioned previously are \$1.95 million. There will be some staffing provision there of \$1.2 million, and then principals contingency of \$1 million to make up that sum. There was not expected to be any increase in the operating costs resulting from this changed service delivery, so in light of that the Public Works Committee took this evidence and, based on that evidence, it reports to the parliament here—and that is what we are noting—that it recommends that the proposed public work proceed.

**Mr MURRAY (Davenport) (11:14):** I, too, rise to speak to the Public Works Committee's report regarding the Women's and Children's Hospital, or I should say the old Women's and Children's Hospital. The key component of the proposal before us is that the Women's and Children's Hospital will be co-located, and the fundamental or the underpinning assumption with the proposal before the committee is that the Women's and Children's Hospital will be co-located with the new Royal Adelaide Hospital by 2024. The situation, however, is that the existing hospital does need substantial injections of funds in order to maintain services and to ensure that the appropriate clinical outcomes are delivered to the people of South Australia, and indeed to areas wider than that.

Starting with the proposal brought to the committee, the essence of the proposal is a sustainment program to continue to deliver essential clinical infrastructure and engineering sustainment works at the Women's and Children's Hospital, with an all-up cost of just in excess of \$50 million. As I have outlined, those works are necessary to support the existing clinical and infrastructure services within the current Women's and Children's Hospital until such time as delivery is taken by the state of a new women's and children's hospital facility.

The proposal of these works is that they will address high-priority elements and critical clinical areas within the existing facility, including the operating theatres, the Child and Adolescent Mental Health Service unit (the so-called Boylan Ward), the neonatal nursery service and the paediatric emergency department, together with a number of selected infrastructure, engineering and information and communication technology upgrade works.

By way of background, the Women's and Children's Hospital officially came into existence in March 1989. It was formalised as an amalgamation of the Queen Victoria hospital and the Adelaide children's hospital. It is a fundamental part of the Women's and Children's Health Network. It is the leading provider of care for children and birthing in South Australia, and it provides comprehensive acute inpatient and outpatient services for women and children, including emergency and elective paediatric care, obstetric, neonatal and gynaecological care, and the statewide Child and Adolescent Mental Health Service.

Interestingly, the hospital, whilst an icon here in South Australia, also is the main referral centre for complex paediatric surgical conditions not just in South Australia but also in the Northern Territory and some of the regional centres in eastern Victoria and eastern New South Wales. As a consequence of that, each year more than 30,000 people are admitted to the facility and about 5,000 babies are born at the hospital. In addition, more than 250,000 people a year come to the hospital as outpatients.

As discussed, the budget is \$50.244 million. Initially, in the 2010-11 state budget there was some \$64.44 million allocated for this concept. There then followed discussion over subsequent budgets as to precisely what was going to be expended and precisely on what insofar as those funds were concerned.

In the 2017-18 state budget, the budget was reinstated back to this figure after having been reduced on a temporary basis and, given the election of the current government and our commitment to build the new Women's and Children's Hospital, that then set the template for the works that are required, that is, critical sustainment works to the existing facility until such time as the new facility is taken delivery of in 2024.

As far as the purpose of the work is concerned, as I have described, it is anticipated that the hospital will need to work for six years. As a result, there is a requirement to maintain the existing infrastructure to accommodate not just maintenance-related items but also different models of care. The assessment brought before the committee was that this investment of just over \$50 million is necessary to maintain patient, family and staff safety; appropriately manage clinical risk; provide appropriate space to meet current and future demand; ensure operational efficiency and increased resiliency; and support patient and family-centred care. These were the primary goals of the proposal.

As to the facilities that are anticipated to be provided or supported, one of the keys is incorporating a health, wellbeing and restorative approach to facility design, ensuring facilities that improve functionality, enhance workflows and minimise risk; enhancing the quality of care for emergency patients through the provision of contemporary services at the hospital; and, in particular, supporting enhanced models of care. The committee took a considerable amount of evidence in December last year about precisely how those enhanced models of care might work and the sorts of efficiencies they could provide to the hospital and therefore, in particular, enhanced care for a given cost were the proposed building works implemented.

The expected outcomes of this particular sustainment program are to ensure that patient care is improved; improve safety, dignity and privacy for patients; undertake surgical activities within operating theatres that are consistent with the Australasian Health Facility Guidelines; and allow synergies and enhanced collaboration between functions within the Women's and Children's Hospital network. A variety of options were considered as part of the proposal formulation. There were initially four options for the relocation of Boylan Ward, and a further three options were prepared.

At the end of that process, the proposed solution put before the committee comprised as follows: the relocation and upgrade of Boylan Ward; the upgrade of the existing operating theatre infrastructure and interior finishes in the Rogerson and Queen Victoria buildings; the upgrade of the existing neonatal services in the Gilbert and Queen Victoria buildings; the upgrade of the ED; and several ancillary engineering services upgrades, primarily with regard to the ICT infrastructure. In particular, those upgrades take advantage of current technology.

The upgrade of Boylan Ward is anticipated to cost \$15.377 million of the total amount expended. Boylan Ward was adapted from current ward accommodation many years ago. It does not meet the current needs for mental health patients, and it has no outdoor space. The proposed new accommodation and the expenditure of those funds will include a new courtyard space, a 12-bed inpatient unit and a variety of other seclusion rooms and clinical support areas.

There will be \$11.84 million spent on the upgrade of the operating theatres. The current operating theatre accommodation will be upgraded. In particular, attention will be paid to increasing the infection control and mechanical ventilation systems in those operating theatres. Just in excess of \$14 million will be expended on the neonatal and nursery services, and \$5.938 million will be expended on the paediatric emergency department. That is primarily directed at improved patient flow and access to services within an area.

I have spoken about the ICT, and some \$2.778 million is focused on addressing the highest priority engineering infrastructure as well as ICT systems. It should also be pointed out that the Women's and Children's Hospital has a post-disaster function, which is one of the considerations before us. As has been pointed out, the committee has approved the proposal, and I commend the proposal to the house.

**The Hon. D.C. VAN HOLST PELLEKAAN (Stuart—Minister for Energy and Mining) (11:25):** It is my pleasure to speak on the 12<sup>th</sup> report of the Public Works Committee, entitled Women's and Children's Hospital Upgrade Sustainment Program. I am not a member of that committee, but I think it is a very important topic. Health is always very important, and a centre of excellence in health is always very important. Of course, the health of children, and thereby of connected women, is also incredibly important.

I am sure this is something all members in this chamber would take a great interest in. As we have heard from previous speakers who are on the committee, this is about the fulfilment of an election commitment we made last year under the leadership of the now Minister for Health and Wellbeing, the Hon. Stephen Wade, in another place. This is a project that had been contemplated by the former government; in fact, I believe it had actually been committed to by the former government but not delivered.

It is very important that we are here today in parliament debating this report of the Public Works Committee. The reason we are doing so is that the project has been put to the Public Works Committee, and the reason that has happened is that we are going to deliver on our commitment: we are going to have a new women's and children's hospital co-located with the Royal Adelaide Hospital and operating in 2024. Not only is it a very important project for South Australians but it is also very important to note that we are going to deliver on this election commitment for the people of South Australia.

In the interim, between now and then, we will continue to be very grateful for the absolutely outstanding work done in the existing Women's and Children's Hospital there in North Adelaide opposite the landmark cathedral. We are not going to drop the ball at the current hospital. We are going to ensure the necessary investment is made in the existing facility over the next few years. While the new Women's and Children's Hospital is being built, the existing Women's and Children's Hospital will have investment made into it so that the men and women who work there can continue the excellent work they do in that facility. I believe in the order of \$50 million will still be invested in the existing facility so that, at least with regard to the care of people in South Australia, it will be seamless.

Of course, from a physical perspective there will be a very important transition probably right when the new hospital becomes operational, and lessons that were learned from the transition from the old Royal Adelaide Hospital to the new Royal Adelaide Hospital will be taken on board when the current government works through the transition. There were some mistakes made; full credit to the people who worked on that very complicated project for doing a very good job, but there were certainly lessons learned from that that we will incorporate into this new hospital.

Mr Speaker, you might be interested to know why a regional member of parliament is interested in speaking on this motion, someone who is very clearly on the record—multiple times in this place—talking about the importance of country health, about the importance of retaining health services in country areas to the highest standard possible, and in fact many times talking about the need to retain birthing services in country hospitals, small country hospitals in small country towns. I still believe that is very important.

Currently, approximately 5,000 babies are born per year in the Women's and Children's Hospital, and each year approximately 50 babies are born in Kapunda Hospital, in my electorate. Every single one of those babies is incredibly important, every single one of those mothers immediately involved in those births is incredibly important and every single one of those families connected to that mother and that baby is incredibly important.

We need to continue to provide these obstetric services in country areas. That is vitally important, and I will never support a new women's and children's hospital in Adelaide taking the place of these services being made available in country areas. Indeed, that is not what our government intends to do and that is not what our Minister for Health intends to do at all. We will continue to support country hospitals to the very best of our ability.

We need to acknowledge that some services cannot be provided in every single hospital in the state. Heart surgery, for example, is only provided in Adelaide. Would it be nice to go to the Mount Gambier, Port Lincoln or Port Augusta Hospital if you needed heart surgery? Yes, of course it would,

but it has never been delivered there. It almost certainly never will be, and there is a reason for that: the specialists who can deliver that care are relatively few and far between, and the equipment required to provide that care is exceptionally expensive not only from a capital outlay and operational perspective but also from a maintenance perspective. Heart surgery is an example of something that we can only deliver in Adelaide, and there are other examples as well.

The da Vinci robot, which can do extraordinarily precise surgery and is well known for its work on cancer patients, is another example. Unfortunately, it is not possible to invest in so many of those machines that we could have them spread all around the countryside. In this case, there are times when the health of a baby or a mother is so compromised or so at risk that it is necessary for them to have the very best care available in the world, and we can offer that in the Women's and Children's Hospital.

As an aside, my wife is a nurse. She and I were planning and hoping to have children, but it did not work out for us unfortunately. At that time, we both had private health care and my wife, being well versed in the various services around, and being a theatre nurse, said, 'No, if I fall pregnant we will go public, and we will go to the Women's and Children's Hospital.' That was largely because of her age. I do not want to go too far off track sharing personal details that probably are not of great interest, but it is an example of a regional couple, a potential regional family, who, for quite understandable reasons, decided that it would be risky enough for us to need to go to Adelaide if that were to eventuate.

There are many other far more serious, far more severe and far more important examples than the small one I have just shared that mean that this investment is incredibly important. This investment is exactly what our state needs. I have visited the current Women's and Children's Hospital, and I say again that the people who work there provide an extraordinary service. The facility inside, really, is a bit of a rabbit warren. There are wonderful people doing wonderful work in a facility that really is past its use-by date.

We have recognised that, we have allocated funds to that, we will improve that and make a transition to the very best possible ability that our government has to offer. We will make sure that women and children in South Australia continue to receive exceptional care in the meantime and hopefully even better care down the track. I commend the work of the Public Works Committee and their report to this house.

**The Hon. V.A. CHAPMAN (Bragg—Deputy Premier, Attorney-General) (11:35):** I rise to speak on the report that has been received in respect of the Public Works Committee's approval and recommendation of the Women's and Children's Hospital upgrade. The member for Stuart, our Minister for Energy and Mining, has explained the significance of the Women's and Children's Hospital as a statewide service, which indeed it is, and I place on the record my appreciation to the many committees around country South Australia that still raise money for the Women's and Children's Hospital in recognition of the important services that are provided, including maternity, obstetrics, paediatrics and the like.

These services have expanded over the years from the original site on the main road going north, but the relocation in the 1950s of St Peter's Girls' School up into Stonyfell in my electorate has meant that the whole of the area is now covered with women's and children's health services and medical services. I think it was during Dr Cornwall's time as the minister for health in the Bannon government that there was the closure of the Queen Victoria hospital and maternity services were transferred to that site. It is very crammed.

They are incredibly important services that are provided there at a statewide level. Its development has now removed the opportunity to have a helipad for emergency entry and exit of the facility. The Liberal government's commitment, which was from opposition, was ultimately to co-locate this hospital with the state's major tertiary hospital. Our original plan, of course, was that it come down Frome Road and be with the original site; nevertheless, the commitment of our minister is to ensure that we transfer those services.

It is terribly important because I can think of a constituent complaint that came to me early in the parliament. In that case, a lady was delivering a baby in the Victoria building at the Queen Victoria hospital, something went wrong and she required a leg amputation. During labour, she was

transferred by road to the Royal Adelaide Hospital. Unfortunately, her leg did require amputation, but the baby was born successfully and she was, I am pleased to say, subsequently suitably compensated for what happened in that process.

Nevertheless, access to our tertiary facilities is absolutely critical. So, in the absence of being able to bring in a helipad to the Women's and Children's Hospital, it is very important and critical that we have that now that any transfers such as that would have to go all the way down Frome Road and then all the way down North Terrace to get to the new tertiary facility. Full marks to minister Wade in pursuing that commitment and developing it.

There are three areas we still need to deal with in relation to women and children's health care in South Australia. I have been battling on about these for some time, and I am confident that, in their ongoing work, the new Minister for Health and our new Minister for Human Services and covering women's issues (the Hon. Stephen Wade and the Hon. Michelle Lensink in another place), and here in our chamber, minister Wingard, who is minister for corrections and police, are onto these issues and looking at them.

I just cannot believe that we are finally getting some serious attention to three things. Firstly, in relation to postnatal depression, our women and babies who suffer in these circumstances had to be re-accommodated in the Glenside site when the previous Labor government destroyed that site, in my view, in the sense of its commitment to sell off 40 per cent for housing and various other activities. A new facility had to be built at the back. Our mothers who deliver babies and suffer from postnatal depression are still in that acute facility out at Glenside with people with drug addiction and other serious psychiatric conditions. I think that is reprehensible. We have to keep working towards having that facility back in a women's and children's health facility.

Congratulations to the committee on approving the upgrade of Boylan Ward, which of course treats children with mental health conditions. However, I think we are leaving our mothers abandoned in these circumstances. They need to have the full support of appropriate arrangements, bearing in mind that, in the first place, they were only ever sent to Glenside for care because there was not room in the Women's and Children's Hospital after the co-location.

Secondly, children who are born to women whilst they are in custody, in prison, need to be considered. We do not want them having to be accommodated in Boylan Ward down the track because of early separation from their mothers. We suffered a shameful statistic in South Australia when the previous Labor government closed down the capacity for this to happen in this state. I think we are the only mainland state left that does not allow for children who are born to women in prison to be able to stay with them, whether it is for months or for a couple of years. We have nothing in South Australia for this. It must be addressed.

Thirdly, this is for women, particularly younger women, who suffer from eating disorders. I can remember being in this chamber when the former health minister under the Labor government closed down beds, precious beds at the Flinders Medical Centre to help treat young women who were facing death from starvation as a result of conditions that they had. These are life-threatening conditions, and for the former government to have closed down services—not completely but reducing them—in this state was shameful.

I think this is another area of urgent need. Again, we owe it to our young people, our young mothers and our young children to provide them with a comprehensive service to ensure that they can have a purposeful and contributing life in South Australia in the future. These are three areas that I will continue to advocate for and that we need to continue to build. So, Public Works Committee, get ready for what we still need to do.

**Mr TEAGUE (Heysen) (11:41):** I take this opportunity to rise to make some brief remarks to commend the Public Works Committee for the work that it has done and for the production of the report entitled Women's and Children's Hospital Upgrade Sustainment Program. It is important to note at the outset that this is another commitment that has been met by the new Marshall government, which, importantly, is continuing to do what we said we would do.

We have committed to the construction of a new women's and children's hospital, to be co-located with the new Royal Adelaide Hospital by 2024. In the meantime, as we know, significant

capital works need to be completed at the current site in order for it to continue to be fit for the purpose that it has so marvellously discharged over the decades since the amalgamation of the Queen Victoria hospital, which occurred back in 1989. As other members have referred to, it has a well-deserved reputation in this state as being the place of choice in circumstances where complications or difficulties may arise. It is an institution discharging its care and services to a very high standard. It is an institution of which we all ought to be proud.

As we have heard, there will be a project of capital works in the order of \$50.24 million to deliver upgrades to operating theatres, the Child and Adolescent Mental Health Service unit, the neonatal nursery service and the paediatric emergency department, as well as for infrastructure, engineering and information and communication technology upgrade works.

As the member for Davenport has relevantly referred to already in his remarks, the importance of the facility being maintained at the very highest standard before we go ahead to construct the new hospital over the course of the years ahead is illustrated largely by the number of patients that the hospital assists. We know that each year more than 30,000 people are admitted and about 5,000 babies are born at the hospital. In addition to that, more than 250,000 people come to the hospital as outpatients. The report has set that out, together with other relevant information.

I might reflect on the quality and scope of those services briefly. My second daughter was born at the Women's and Children's Hospital, so I have particularly happy personal memories of my own family's engagement with the institution. We experienced the most happy of occasions in circumstances of high care, personal service, understanding and thankfully, in our case, with a minimum of complication. It is a place that will hold lifetime memories for me and my family in the very happiest of circumstances.

I note also another illustration of the sort of experience that the Women's and Children's Hospital encounters and deals with so diligently. My adviser in Heysen, April Cooke, had an experience of considerable complication in the course of both her pregnancies. In sharing those personal experiences, she advised me that really it is an illustration of the Women's and Children's Hospital's great capacity.

April suffered hyperemesis during both pregnancies and that resulted in hospitalisation for the first five months of her first pregnancy. She was allowed home every few days, was out for two months at a stretch, but was back for the remainder of her pregnancy until birth. As this was an example of a high-risk pregnancy back in 1999-2000, she was looked after ably by the head of obstetrics, Dr Peres, who has since moved on to Sydney. In April's experience, the nursing staff were excellent and, again, it is a wonderful memory to have in those circumstances.

April reports that the staff were attentive, caring and never missed a moment to provide the utmost quality of care, and that accords very much with the experience that my wife, Maria, and I had. The specialists at the hospital relevantly, including the hospital psychologist, really made it possible to deal with what was a very drawn-out and difficult experience.

April's first daughter was born two weeks early and, as a result, due to intensive illness and risk to her health, there was necessary follow-up service that involved considerable trauma. Again, the hospital staff were brilliant. April's second pregnancy involved hospitalisation for eight weeks and again she was in for a period of several months, being allowed out only on brief occasions. This time, she was looked after by the head of obstetrics, Dr Brian Peat. She again experienced exceptional care in circumstances of an even more difficult pregnancy and, obviously, with a child at home by that time as well.

April reports that in those circumstances not only did nursing staff provide ongoing care but also the hospital child care for her elder child was of great assistance. Staff continued to be of tremendous help and that extended, importantly, to assistance around the mental health space and all aspects associated with that postnatal period. There are so many personal examples of experiences at the Women's and Children's Hospital, although I have reflected on just two.

In the short time available to me, I might also reflect briefly on the magnificent work of the Women's and Children's Hospital Foundation. It is a foundation that I have had occasion to support and cooperate with. It is a group of people involved in supporting the institution, with a tradition that



goes back a very long way indeed. I take the opportunity to commend the work of the foundation, alongside the excellent work of the Women's and Children's Hospital.

**Mr PEDERICK (Hammond) (11:52):** I rise to support the 12<sup>th</sup> report of the Public Works Committee, entitled Women's and Children's Hospital Upgrade Sustainment Program, and commend all the previous speakers for their contributions to this debate. I note that this relates to over \$50 million worth of funding to keep the hospital in good order through to 2024, with the proposed relocation and co-location of the Women's and Children's Hospital with the new Royal Adelaide Hospital.

Some of this money is going to paediatric emergency. I want to reflect on the place where you do not want to be: any form of emergency department in a hospital. I had to attend there in August 2017. My youngest son, Angus, who was 13 at the time, had been involved in a scratch hockey game at school and, sadly, received the end of a hockey stick to the mouth. I have just been reviewing the photo I took as he was going into surgery and it is a bit ugly. I will just give a brief description, as I do not want to put people off their lunch.

It was quite a horrific injury. He really smashed up his upper lip and lower lip and essentially knocked out three teeth, which we did try to save as they were picked up off the oval and retrieved. The doctors and staff made a valiant effort, I must say, in saving those teeth, but in the end it turned out they did not take and the decision was made that whatever was left of those three front teeth was to be taken out. He also had a hole through his face, under his mouth, and it was very traumatic.

**The Hon. D.C. van Holst Pellekaan:** Should've seen the other guy.

**Mr PEDERICK:** Yes, absolutely. Sadly, the other student who was involved in this accident was traumatised as well, and he certainly has my sympathies. It was a very tough time for him. It was just one of those things that happen, and in the end you end up in one of these emergency departments. This happened at the end of school as he was being picked up. My wife, Sally, was picking me up. People were retrieving bits of teeth off the oval. The school counsellor rushed out, asking, 'What's going on?'

Incidentally, I was going to my own dentist at the time when I received a phone call from my older son, which was not very helpful. He said, 'Angus has been hurt,' and I thought, 'Well, that hasn't told me much.' I got hold of Sally and she said, 'We're going to the Women's and Children's,' and I immediately thought, 'If it needs that kind of attention, what's happened here?' Anyway, I said, 'Get Angus to speak to me,' and all I got was a grunt, and I thought, 'That's not pretty.' Anyway, long story short, I—

**The Hon. D.C. van Holst Pellekaan:** Are you sure?

**Mr PEDERICK:** I think it is an interesting story. I took advice from Sally and stayed away from the scene. I went in to see him at around 9 o'clock before he went into surgery. Thankfully, the painkillers had taken effect, but it was a nasty sight. I want to reflect on the care and attention he received when he went in there. He had close on 4½ hours of surgery that night and was out at around 2.30 in the morning.

They had to get a plastic surgeon in and they had another paediatric surgeon there. The work they did is commendable, as were the nursing staff and reception staff. They nearly did the fix in one. I remember going in for check-ups and he was almost like a rock star—for all the wrong reasons—because it was evidently the worst mouth they had seen in 2017. I saw the care and attention he received, and it also opened my eyes to the care and attention the other children were getting in the Women's and Children's Hospital at the time.

There were children with long-term illnesses, such as cancer and other illnesses, and I saw the care and attention bestowed on them. The place is child-friendly, and they also have education programs. I just want to commend the vital work these people do at the Women's and Children's Hospital. I want to note the over \$50 million of sustainment money going in through the Public Works Committee. I thank the staff at all levels in the Women's and Children's Hospital for their attention not just to my child when he needed it but to the hundreds and thousands of patients who attend the hospital every year. I commend the motion.

**Mr CREGAN (Kavel) (11:58):** I appreciate very much the contribution that has been made by many members of the house to what is a very significant sustainment works program. The amount of \$50 million is of course to cover a number of works that are required, on which members have taken the time to reflect. I appreciate that members have taken the time to reflect on not only the scope of those works but also how those works might assist their constituents.

I reflected earlier that the project will deliver upgrades to operating theatres, the Child and Adolescent Mental Health Service unit, the neonatal nursery service and the paediatric emergency department, and, of course infrastructure, engineering and information and communication technology upgrade works, which are absolutely essential to modern health infrastructure.

This is a state that has seen considerable difficulties in delivering information technology upgrades. It is something that this government is looking at closely, and so I hope that those works, of course approved by the Public Works Committee, take into account lessons that have been learnt. I reflected that the total cost is \$50.24 million—a significant upgrade. This government is committed, as members have reflected, on a new women's and children's hospital co-located with the—

**The DEPUTY SPEAKER:** Member for Kavel, we have reached the allotted time. You will either need to seek leave to continue your remarks, or simply sit down.

**Mr CREGAN:** Thank you, Mr Deputy Speaker, those are my remarks.

Motion carried.

#### *Bills*

### **RAIL SAFETY NATIONAL LAW (SOUTH AUSTRALIA) (MISCELLANEOUS NO 4) AMENDMENT BILL**

#### *Second Reading*

Adjourned debate on second reading.

(Continued from 28 February 2019.)

**Mr TEAGUE (Heysen) (12:01):** As far as I am aware, I have not yet spoken on this bill. I recall, however, the contribution of the member for West Torrens at the end of the last day of sitting, on 28 February, in which he made remarks with which I wholeheartedly agree in relation to the desirability of national cooperation with a view to harmonisation of national rail safety laws. I will refer in a moment to two of the topics upon which the member for West Torrens reflected briefly in terms of the process under which that harmonisation has been achieved.

I recall that he referred to a certain degree of reticence in relation to his Victorian colleagues in terms of coming to agreement about particularly the urine testing aspects of the bill, but I am glad to hear that was resolved. Secondly, he referred to the question of the process of cost recovery and the regulator's ability now to engage a private auditor, and I think that the member for West Torrens queried whether or not there was a process of cost recovery in those circumstances.

This bill is part of the fourth round of such reforms under the national law, as I am aware, going back to 2009, and it is well to just note that this is one of those areas in which South Australia is the host state of a national regime that automatically applies the amendments that we have agreed in the COAG process, I think with the exception of Western Australia, which has an enabling process for enabling the legislation, so there will need to be consequential legislation in Western Australia. The rest of the states and territories have legislation that will have the effect, much like under the corporations act and other processes of national harmonisation, that once we make and proclaim the amendments in this state they will flow on directly.

At the outset, it is well that I take the opportunity to congratulate the minister on his excellent work in this area. I am happy to say that the minister is present in the chamber for the continuation of this debate, as are members of the minister's staff who, I am advised, ably assisted the minister in what has been the very smooth passage of the fourth round of reforms that are the subject of this amendment bill.

There are amendments in a variety of categories; some of them clear up some administrative matters. Perhaps most substantively, there are amendments to insert new provisions that will provide

for urine testing analysis to occur for the first time in addition to the suite of other testing processes that have been available to the regulator over the journey. I will come to those in a moment.

Having congratulated the minister on his good work, and having noted that South Australia has been the host state for these national laws from the outset of this process, it is also well to remind ourselves that this is one of those areas of national cooperation that is well and truly front of mind in the public's imagination in terms of the way that we have come together as a nation both prior to and since Federation. I know that you, Mr Deputy Speaker, have referred often to the fact that we have at least three different rail gauges in South Australia alone. Harmonisation has remained a challenge in this space throughout the country.

Different rail gauges are only one example of the challenges that face us in a situation where it is well that we have as seamless an approach to the regulation of the industry as we possibly can. Technology advancements permit us to overcome the range of physical challenges that come our way, including the legacy of multiple rail gauges. The member for Finnis has drawn my attention to some of the marvellous technology presently used in Europe, particularly in Spain and France, to overcome differences in rail gauge by means that are really quite wondrous. I very much encourage honourable members to inquire into and inform themselves about some of the wonderful things that can be done through engineering solutions on rail carriages to adjust the gauge where even very high-speed trains move from one gauge to another.

It is not just the physical challenges that are many as we harmonise: there is obviously a harmonisation of the regulatory space, particularly in relation to safety. I referred at the outset to the member for West Torrens' contribution when this bill was last before the house. He adverted to his Victorian colleagues and counterparts having had some reticence or slowness to come on board for a time in relation to these proposed changes. As I understand it, there was a period from about May until November during which there was the possibility of some foreshadowed difficulty, but that happily resolved itself in the course of last year. Otherwise, as I understand it, all parties have participated in a constructive way towards what will now be adopted across the country.

In relation to the second matter the member for West Torrens raised concerning the question of cost recovery in the context of the regulator being empowered to go out to private sources for the provision of financial reports, it is well to note that I am told there are, in fact, only three participating jurisdictions that operate in circumstances of 100 per cent cost recovery from industry. I am told that for the 2018-19 financial year the remaining jurisdictions' cost recovery range was from as low as 34 per cent up to 72 per cent.

The agreed cost recovery model that will take us forward will provide for an increase of 5 per cent over CPI of the amount that may be recovered from industry each year for the cost of regulation. That will reduce the government's contribution by a like amount annually for the jurisdictions that are not in a position to achieve full cost recovery. Also, in this regard I am advised that the South Australian government pays the annual accreditation fees for the six operators—and these totalled a little over \$35,000 in 2018-19—as a community service obligation.

So, in relation to the matter of cost recovery that was raised by the member for West Torrens, it would seem to me that the change to allow for the provision of reports from private sources will be a responsible and appropriate step, to include not only the public sector but also the private sector in sourcing the necessary expert advice that would permit those obligations to be met. That is to be found in the amendment to section 43 that is the subject of clause 5 of the bill.

In the short time still available to me I would like to reflect on the provisions that are to be now inserted as an addition to the range of analyses available when checking to ensure there is no breach of drug or alcohol provisions by users on the rails. That starts at clause 7 of the bill. As I said earlier in my remarks, this is entirely new in the sense that it provides for a urine test but not so in terms of the regime to which it applies. The regulator has been conducting these tests but, until now, has not included a urine test as part of the scope of analyses available.

Clause 9 of the bill provides for a new section 127A of the act that deals with the facilitation of testing specifically in relation to the necessary provision of access by an authorised person to go ahead and conduct those tests on railway premises to the degree that it may be necessary to do so.

It is a penalty provision and provides for a sanction in the event that a person who is reasonably required to facilitate that process fails to do so.

Further offence provisions are set out in clause 10 of the bill. They include new offences in relation to hinder or obstruction, or otherwise attempts to make life difficult for the person whose job it might be to carry out those powers that are the subject of the division. Quite properly, serious penalties are provided for that will be set out in new sections 128A, 128B and 128C in relation to the hindering or obstruction of the authorised person assaulting, threatening or intimidating an authorised person and, thirdly, interfering or tampering with or destroying samples, respectively. So, quite appropriately, those offence provisions will, one trusts, assist in smoothing the way for the authorised person to carry out the necessary work. There are further and consequential changes in relation to the introduction of those provisions.

Further, as others have already remarked, and as the member for West Torrens in his contribution to the debate on the last occasion remarked, there are a number of updating aspects as well, beyond the novel aspect of the bill, which is the introduction of the urine test. Honourable members will note that those include the updating of what is now to be understood as the proper meaning of a level crossing. Secondly, the definition of a rail or road crossing is similarly updated. Those matters, it is understood, are not controversial but self-explanatory and the subject of clause 4 of the bill.

It has really been a matter of achieving, insofar as it is novel, agreement by all the participating jurisdictions around this new testing regime. As has proved to be the case in matters involving multiple jurisdictions and quite clearly serious subject matter, the process might be reasonably anticipated to involve at least some pushback or controversy. It is greatly to the credit of the minister and his staff, those advising him, that this has been able to be achieved with more or less immediate and thoroughgoing agreement by all jurisdictions.

The fact that the member for West Torrens' colleagues in Victoria took their time to consider this and then come on board perhaps speaks to their thoroughness, I hope, and otherwise further commends the appropriateness of this additional part of the testing regime. With South Australia as the host, we will be leading the charge in further reforming this important area of harmonised legislation. I commend the bill to the house.

#### *Parliamentary Procedure*

#### **VISITORS**

**The DEPUTY SPEAKER:** Before I call the next speaker, I would like to acknowledge and welcome to parliament today the former Speaker of the house, former member for Eyre and Stuart, the Hon. Graham Gunn. Welcome, Graham. We will catch up shortly.

#### *Bills*

#### **RAIL SAFETY NATIONAL LAW (SOUTH AUSTRALIA) (MISCELLANEOUS NO 4) AMENDMENT BILL**

#### *Second Reading*

Debate resumed.

**Mr BASHAM (Finniss) (12:21):** I rise to support the bill, likewise. Harmonisation is very important in railway. Unfortunately, it has taken a long time for Australia to harmonise everything in the railway sector. In some of the research I have done here, I was intrigued to read that in 1847 the South Australian parliament decided that standard gauge was the gauge we should be using.

Interestingly, the first public railway to be built in the Southern Hemisphere was actually between the port of Goolwa and Port Elliott to take the produce from the river out through the port. That was built as a broad gauge line. It is interesting that they did not even follow on their first railway line that the government decided to build back in 1854. Today, the railway lines that operate within Finniss are now just tourist lines. We are now disconnected at Mount Barker Junction from the wider system.

That occurred in 1995 when the line from Adelaide to Melbourne was standardised, which meant that the broad gauge line from Mount Barker Junction through to Victor Harbor was cut off from the wider system. That means that that part of the network has actually been lost at this stage, but, as the member for Heysen mentioned, with the bit of research that I have been looking at, I have come across the fact that in Spain in particular they have developed some technologies to change the trains rather than the gauges to allow them to continue to travel on those different gauges.

We have seen technology enable the removing of some pins and the sliding of the undercarriages to a different width to allow those trains to continue on. They can apparently do it at 60 km/h in the changeover, so they barely even notice. When talking to the member for Heysen, he said that he probably travelled on the trains when he was living in Europe and did not even know it happened.

In relation to the bill, I sought some advice through the department from the Office of the National Rail Safety Regulator in relation to what effect it might have on the operations of SteamRanger and other tourist railway operators around the country, as these are still part of the rail network and covered by the Rail Safety National Law. It will have minimal effect. It will augment existing powers and processes. This will have negligible impact in practice or on cost and will not create any significant barriers to their operations

The instances prescribed by the changes represent significant incidents, which the report shows do not occur often in tourist and heritage operations. There is no indication that this would increase after the amendments have been put in place. The amendments require that police or the Office of the National Rail Safety Regulator have the first responsibility to undertake testing. In SA, there is a local provision of eight hours for the evidentiary testing time frame, which would be able to take place in most cases. However, if operators are required to undertake the testing, there is a provision for a reasonable excuse for operators not to undertake the testing if it is not possible to do so. So it is not going to have a huge effect on the operations.

The drug testing measures set out in the amendments are the only changes that could reasonably be expected to give rise to any increased compliance burden for the tourist and heritage rail operators. Section 127 of the national law already provides for drug and alcohol testing of rail safety workers by the regulator. This amendment inserts a reference to urine testing to allow the regulator to also use urine samples.

Operators generally use a mix of testing methods—oral fluid, blood and urine—to best address their risk. There are some scenarios where the ability to undertake urine testing will enable the regulator to use the drug testing method best suited to the circumstances. For example, if it takes a number of hours after an incident to attend the site and undertake the testing, oral fluid testing may not detect drug use, as oral fluid only shows up the presence of the drugs for a short time. Other examples may be where there are visible signs of impairment or where a complaint has been received in relation to a particular work group or location.

Oral fluid testing will remain the primary form of testing but, in a very limited number of circumstances, urine testing may be used. However, oral fluid only shows up the presence of drugs for a short time; therefore, if a rail safety worker has been working for longer into their shift, drugs may not show up in oral fluid. A negative oral fluid test undertaken several hours into a shift may not give a true indication of whether the worker is using drugs or not. These are all very important matters. We want to make sure that our railways are safe, including our tourist railways.

As I mentioned before, the railway system that operates in Finniss is very much a tourist railway. The main operation now is the Cockle Train. That is the train that runs between Goolwa and Victor Harbor on most Sundays, subject to weather conditions. During total fire bans, it does not run, but it runs most Sundays. Recently, it has been running on Saturdays as well, and it also runs every Wednesday. Interestingly, on Wednesdays some members of the community in Goolwa use it as their public transport to get across to Victor Harbor to do their shopping, effectively using it as a commuter train. It is a very novel commuter train to travel on. It also runs every day during school holidays.

It is a very popular train to travel on, particularly over the summer period. During the period between Christmas and new year, in particular, the SteamRanger organisation really ramp up

operations and run two steam trains, if they can, depending again on weather conditions. Trains run in alternate directions and they cross over in Middleton, where you have the joy of passing another steam train going the other way. It is an amazing tourist experience, and I encourage anyone who has any interest in trains to get down there.

It is also worth knowing, and if you have the choice, that one carriage operated at times on those steam trains is an old luggage carriage. It is the only carriage they operate where you can stand outside on the platforms while the train is actually travelling because it has a fully enclosed platform rather than just crossover platforms, as there are between the other carriages. To stand outside whilst travelling and look out to the beautiful views of the coast is certainly an amazing experience I would recommend to all.

There are also many other train journeys that operate on the line, particularly between Mount Barker and Victor Harbor. One that runs on a regular basis is the *Southern Encounter*. Again, that travels on a Sunday, usually twice a month but sometimes three times a month. It allows people to come down to Victor Harbor for the day and then travel back to Mount Barker later in the afternoon. Again, it is very well patronised, particularly when the steam train is operating during the winter months.

There are other journeys one can take which operate at different times and which can be found on the SteamRanger website, and I will mention some of them. The *Fleurieu Explorer* is a train that will run just on 15 June from Mount Barker to Goolwa. From there, you can take a bus to one of the nearby restaurants, have a meal and, once you have finished your meal, you will then be taken back by bus to the train and taken back to Mount Barker.

StrathLink uses one of the Brill cars to travel back and forth to Strathalbyn, and the next run of that is on 26 May. There is also another train that travels from Victor Harbor to Mount Barker. That is not very often done, but the next run is coming up quite soon, on 13 April. You can catch the train from Victor Harbor, travel to Mount Barker and spend a couple of hours in Mount Barker. The train also stops at Strathalbyn for 20 minutes for a quick walk around Strathalbyn. They are trying to link all the tourist regions across the train line.

There are also the SteamRanger dinner excursions, with the Christmas in July on 20 July. Again, you can catch the train from Mount Barker to Goolwa, have Christmas dinner and then travel later in the evening back to Mount Barker. Short trips also operate in the other direction, from Goolwa to the township of Finniss, where you can stop and have lunch at the Finniss general store and then hop back on the train. The next time that runs is on 24 April.

A service is also run on New Year's Eve to allow the people of Goolwa to come over to Victor Harbor to see the fireworks. The train comes over in the early evening and then, in the early hours of the morning, at about half past 12, the train departs for Goolwa to allow those who have decided to see in the new year at Victor Harbor to return to the township of Goolwa.

There are many historic trains that operate on this track, and SteamRanger do a fantastic job of maintaining them and keeping them safe. They have been able to restore several carriages. Two steam engines are currently used; one is the Rx207 of the Rx200 class. It is named after one of the people who was heavily involved in the restoration of the SteamRanger rolling stock and is named *Dean Harvey*. It was built in 1913 and still runs today, so it is well over 100 years old. It is a beautiful black engine and is the one that is often seen in shots running across the line. We then have the *Duke of Edinburgh*, which is the 621 and was built in 1936. It is used to haul the longer distance trains from Mount Barker through to Victor Harbor. It is an engine that has a greater capacity and can pull more carriages.

One of the trains that is not currently being operated but is still being restored is the *Sir Malcolm Barclay-Harvey*. That is the No. 520, which was built in 1939, but unfortunately it has had to undergo significant repairs, including the rebuilding of the tender, to try to get it operational. Interestingly, it is also the only Australian train that has been seen in *Thomas the Tank Engine*. It is known as Shane in *Thomas the Tank Engine*, and it also appeared in *The Great Race*. My daughters were of the right age at the right time for me to become aware of this. If you google 'Shane' and 'Thomas the Tank Engine', you will see the engine painted in the green and gold colours of Australia.

It will hopefully operate again soon, once they have been able to rebuild what damage time has done to the engine.

Other amazing vehicles operate on the line as well, and there are memories of the urban trains that operated in Adelaide. The old Redhens operated from the 1960s through to the 1980s. My memory of the Redhens is of travelling on really hot days. My grandparents used to live in Hawthorn, here in Adelaide, and the station was right next door. We would sometimes take the train into the city and on a really hot day we could have the doors open. Rail safety has come a long way, so we do not have the doors open anymore as these trains operate on the tourist line. It was fun to have the air blowing past, but, understandably, it is not a good idea to have the door open in a vehicle travelling at 60-plus km/h as someone could fall out.

They have also done some amazing repairs on a 1926 Brill diesel railcar. The work that has been done is amazing because it was originally not even an engine—it was actually one of the carriages that was used by the Brill car—but they retrofitted it with an engine and have it operational as a railcar. There is also a class 500 diesel engine that does a lot of the hauling work when the trips to Mount Barker require the use of a diesel engine, rather than a steam engine, because of the fire conditions. The diesel is a 1964 engine and it was originally used as a shunting engine, which actually replaced the Rx200 class in the 1960s.

We also have one of the old Australian National diesel engines, which is the old traditional bullnose engine that used to pull engines across the Nullarbor. It has been in service since 1955 and is often used locally to pull the train from Mount Barker or, occasionally, when one of the steam engines breaks down, it is required to come and get the steam engine and tow it back to the depot. Steam engines are certainly significant in weight and a very big workhorse is needed to pull those engines.

We have seen the ability to get this part of our history up and running. Interestingly, in the yard at Goolwa, SteamRanger now have a retired suburban train that was operating until quite recently. They see an opportunity to put that train into service on very hot days in order to allow the passengers to travel in air conditioned comfort. At the moment, the railway does not have any trains in service that have air conditioning.

To recap, this is a very important part of the rail network because it was the first piece of the network established in South Australia. It was also the first piece of public railway network established in Australia and in the Southern Hemisphere, so it is a very significant piece of network. In my office, I am privileged to have a photograph of my great-grandfather, where he is sitting in a replica of a horse-drawn tram that was used at the time. The photograph is of him sitting in the seat at the age of 95 and was taken in 1954 at the celebration of the centenary of the line.

One other interesting piece of history is that an encumbrance exists on the line. All the other encumbrances over that line were extinguished for stock movements. My family is the only farm operator in the district that still uses that encumbrance. We are legally allowed to move our cattle across the line and stop the train if need be.

**Mr McBRIDE (MacKillop) (12:41):** It gives me great pleasure to stand and support the Rail Safety National Law (South Australia) (Miscellaneous No 4) Amendment Bill 2019. By way of background, the bill amends the Rail Safety National Law (South Australia) Act 2012 by inserting new provisions relating to drug and alcohol testing to provide an additional exception to release documents under the Freedom of Information Act 1991 and to implement routine amendments arising from the national law.

It should not be a surprise, as I belong to a regional seat in South-East South Australia, that rail has played an important role for our state, and will continue to do so, although it was not like the system and network of our glory days during the development of South Australia. In relation to these changes, I agree with and wholeheartedly support our government in its endeavours to make the rail network as safe and as efficient as possible.

One thing to advocate is that all those who work on our railway system and lines operate in a coordinated fashion that is consistent right across Australia and that they abide by all the occupational health and safety laws that we have to adhere to across all industries. I think our

government is trying to ensure that all rail network workers, and the public, can feel safe, that they are working to the latest best practice technologies and that rail network employees and the public are adhering to national laws.

Obviously, we do not need any drivers or employees on our rail system to be suffering the effects of drugs and alcohol. I think it requires a streamlined, efficient testing process that is not going to be cumbersome or ineffective. We want the best possible system in place for our network. We know that rail has seen some horrific accidents—not necessarily in Australia, but certainly overseas—where lives have been lost.

Basically, it has come down to human error, and I guess that human error, when these accidents do occur, will be a lot worse and more frequent if humans and employees are suffering the effects of any type of drug or alcohol issue while they are meant to be on the job. A couple come to mind where we see trains overseas having head-on collisions because the computer system has failed. Again, it comes back to computer error. We obviously do not want any of those sorts of issues to occur in either South Australia or Australia. We want the network to be able to flourish.

One of the things I would be hoping for as I go on to speak about the rail network in South Australia—and, Mr Deputy Speaker, you and I had words just recently about Eyre Peninsula and the rail system there, which is not looking as promising, fruitful or prosperous as it could—is that, once we get a full understanding of what rail is to our state and its opportunities, then across the whole spectrum of what rail is for South Australia I am hoping, like you, Mr Deputy Speaker, to see that rail either be continued or upgraded, or actually for it to find its purpose not only to transport the minerals and agricultural product but also to do it in an efficient and, obviously, more cost-effective way than perhaps some other modes of transport.

We must also recognise that the more rail fails our state and nation, the more pressure we put on our road infrastructure. I think that the cost of wear and tear on our road infrastructure has not been determined well, comparing it with what rail can offer. When it comes down to economics and we look at rail in its total cost and the fact that you put a tonne of grain onto rail, which might cost \$10 or \$20 a tonne, maybe even slightly more, the flipside of that is we then do not say, 'Road transport might be cheaper,' but we did not add to that the wear and tear on the roads and then what that actually means for other users on the road, be it road wear and tear or the safety issues that also come to hand with the increased heavy transport that we see.

Coming back to the drug testing and so forth in the bill, one of the things that this bill wants to do is to work with the railyard workers, making sure that it is not seen as some sort of witch-hunt, that it does not ostracise our employees and it does not make them look like scapegoats. We want to make sure that they feel like they are part of any workforce in South Australia and that they would face the same rules and regulations that truck drivers or anyone else in the workplace would. Obviously, as a government, we advocate for a safe workplace right across the spectrum.

I just want to touch on my little bit of local history with rail and how rail has played a very important role in my family. My family came to South Australia in the 1860s, and we discovered sheep and wool. One aspect of doing that is that we inhabited the arid lands or the pastoral regions of South Australia, which were not highly populated. There were two main elements that we were very good at, and those were fencing and water divining and finding water. Once we were able to water our stock and hold them in the properties that we were allowed to accommodate, then the next issue became transport.

One of the things we recognised as a family was that rail played a really important role in that. We still own three of the properties today, but I want to touch on two in particular. The two properties are called Wilgena and North Well. Wilgena sits right on the outskirts of a town called Tarcoola, which is a town that has been completely deserted. There used to be a railway population only of workers undertaking maintenance and repair on the railway line between Perth and Adelaide.

Up until recently we used that railway line for our mail drop-off. The actual train drivers were given the mailbags for our properties at Port Augusta, or some sort of change there, and then they would throw the mail out the window of the train that was passing down through the line. The train did not even have to stop. We had a very good service for mail when you consider that these



properties are 400 kilometres north-west of Port Augusta. There is no regular mailman in that neck of the woods, but there is a train.

When inhabiting and developing this country, we recognised way back then that being right on the edge of the railway line and loading up our wool at Kingoonya or Tarcoola was a huge benefit for our sheep enterprises. We see the railway system being wound back in its emphasis because it is seen as expensive or not as effective or efficient compared with other modes of transport but, when our family owned land on Kangaroo Island, we recognised that it was more expensive for a bale of wool to travel from Kangaroo Island to Port Adelaide than it was for it to come from 400 kilometres north-west of Port Augusta to Adelaide.

We walked away from Kangaroo Island as a proposition. I do not mean that Kangaroo Island is not a good place to do business for agriculture, but our family has been continually driven by best practice and profitable enterprises, and that was one of the key findings of my family in the 1960s and 1970s when we decided that Kangaroo Island was no longer for us. There were one or two other issues, but that was the main linchpin, and we never saw it get better. When recognising the benefit of rail for our pastoral pursuits, there was no better example.

We used rail from the 1860s right through to that period as much as we could because the train used to stop at Kingoonya and Tarcoola and pick up our wool. It no longer does that, so we are having to use road transport. I am not sure of the exact reason, but I imagine that it is just too clumsy these days for a massive train to stop for two or three carriages of wool when it has thousands of tonnes of transport in place. My understanding is that the train lines are so busy with freight that the Australian rail network is not running half-heartedly: it is at full capacity.

I am not sure whether this is still the case, but I know that when the Howard government joined Darwin to Adelaide, it was considered a massive announcement. It was going to be a huge benefit to the state, but the extent of its success was really quite unknown. Certainly, in the mining boom days, trains were limited by their size. This could still be the case, though I have not heard the information recently. The capacity of the rail connection between Darwin and Adelaide was so full that the passing lanes—when a train heading in a northerly direction comes together with a train heading in a southerly direction and they have to go into bypass lanes—were not long enough to extend the trains.

It tells us that the capacity of freight on some of these train lines is working very well. I am not sure whether that is still the case today but it certainly was three, four or five years ago. It is my understanding that the freight lines between Perth and Sydney are running nearly at capacity as well, and that is one of the reasons why they cannot pick up our wool and product at Kingoonya and Tarcoola anymore.

Another thing we find of massive benefit to those two pastoral properties is that there is a mobile telephone communication network right down the rail corridor between Perth and Sydney. Our homesteads are within five kilometres of the rail, and all our employees are able to enjoy a mobile telephone network 400 kilometres out from Port Augusta. If you took away the mobile telephone network from our city counterparts, they would think they could not live the next day; they would barely be able to breathe. That is really important.

When we find employees and staff for these stations, we tell them that they are only five minutes out of Tarcoola—not that there is anything there anymore—and only five minutes out of Kingoonya, which still has an operating hotel and drinking hole and sees a lot of backpackers coming from overseas. The rail line still has a really important role to play in keeping these small communities actively working, bringing some of the benefits expected by our society today as obvious rites of life.

Coming back to our home area down in the MacKillop region, Regional Development Australia is currently undertaking a rail review looking at the old network that used to operate on the Limestone Coast. We used to have a railway line that would travel down through Bordertown, down to Naracoorte, on through to Penola and then through to Mount Gambier. That railway line system has not been used for at least 20 years—my memory fails me there.

Another network used to run between Naracoorte and Kingston and I am, unfortunately, old enough to remember when that train used to run. Our family farm in the MacKillop area used that

railway network to load our wool onto the Reedy Creek railway station. We would load our little Ford truck with about 40 bales and then load them onto the trucks there, and once a week the train would come along, pick up those bales of wool and take them on to Adelaide. It was the most effective way of transporting our wool in the late seventies and early eighties until that railway line was pulled up.

Another thing to note is that a little town called Lucindale in the centre of my region, which has the Lucindale field days, had the railway line going past on its way to either Naracoorte or Kingston. In its heyday, when the land all around there was being developed into soldier settler farms in the fifties, it had one of the busiest railway stations for fertiliser in South Australia, if not Australia. Thousands of tonnes of fertiliser went through the Lucindale township—and all through rail.

This Regional Development Board study, which I think Dr Liz Perkins is currently conducting, is looking at whether this railway network system should be reinvigorated or whether we should discard it completely and look at other transport modes. I really do hope, I suppose I have my fingers crossed, that in some shape or fashion a rail network may have a role back on the Limestone Coast.

With this review, they are again looking at not just the railway and the cost of transport but also what it means to the road network if we do not have a railway line in play. In other words, what would we save by operating a rail network down to the Limestone Coast compared to everything being via road transport? I am really looking forward to the findings of this review; I think it is one of the first that looks at both aspects of the railway network—a mode of transport plus the savings from keeping freight off our road network for other forms of transport.

Another thing that was really pleasing to see was that the Minister for Primary Industries and Regional Development, the Hon. Tim Whetstone, came to Bordertown and gave a sum of money to a development called an intermodal development. In this development at Bordertown we are seeing empty Chinese shipping containers filled with product from the Limestone Coast, put onto the railway line at Bordertown and then railed into Adelaide, through the Port of Adelaide and then back to China.

At this stage, we can see some log go in these containers, but it could also be grains and other products. We are already seeing these terminals at a few big grain stations in Victoria, where they are filling containers with grain that are then going on the rail network and on to the ports and overseas. It used to be that you would see all the raw grain being trucked or railed, loaded onto a bulk ship and taken overseas in that form. We are now seeing the use of containers reinvigorating rail.

Thinking of that, we are seeing rail in Victoria and New South Wales being expanded. I recently heard that in Victoria some of the railway lines are being upgraded, not torn down or closed down but upgraded. In fact, it is actually the grain network, the grain handlers, taking responsibility or putting some funding towards the upgrades of these railway lines, not just the state government and not just the national railway systems. They are recognising that rail has a role to play.

Another thing I learnt is that in New South Wales and Victoria what used to be failed, little railway grain delivery systems no longer used by the rail system are now being reinvigorated by leaving rail carts on the side of the railway lines for when the grain harvest is on. At harvest time, they can have storage of a thousand tonnes with 50-tonne to 100-tonne grain carriages left vacant at the side. When the grain comes off the harvesters, it goes directly into the grain cart, straight onto the railway system, directly to the port and then on to overseas markets.

It is a great privilege to speak to this topic. I believe rail should play an important role in South Australia, and making sure it works under the best practices of OHS is a good thing. I welcome the amendments to this bill.

Debate adjourned on motion of Ms Cook.

*Sitting suspended from 13:00 to 14:00.*

*Petitions*

### **SCHOOL ZONING**

**The Hon. A. KOUTSANTONIS (West Torrens):** Presented a petition signed by 250 residents of South Australia requesting the house to urge the government to immediately reverse its decision to exclude from the Adelaide High School and Adelaide Botanic High School zone the

children of the families residing in Torrensville, Mile End, Hilton, Richmond, Marlestone, Kurralta Park, Black Forest, Glandore and Clarence Park, and to recognise the immediate and adverse impact of its decision on families, students, educational outcomes and property values in the impacted suburbs.

### SERVICE SA MODBURY

**Ms BEDFORD (Florey):** Presented a petition signed by 100 residents of South Australia requesting the house to urge the government not to proceed with the proposed closure of the Service SA Modbury Branch announced as a cost-saving measure in the 2018-19 state budget.

*Parliamentary Procedure*

### ANSWERS TABLED

**The SPEAKER:** I direct that the written answer to a question be distributed and printed in *Hansard*.

### PAPERS

The following papers were laid on the table:

By the Premier (Hon. S.S. Marshall)—

Remuneration Tribunal—

No. 2 of 2019—Remuneration of Members of the Judiciary, Presidential Members of the SAET, Presidential Members of the SACAT, the State Coroner and Commissioners of the Environment, Resources and Development Court—Determination

No. 2 of 2019—Remuneration of Members of the Judiciary, Presidential Members of the SAET, Presidential Members of the SACAT, the State Coroner and Commissioners of the Environment, Resources and Development Court—Report

By the Minister for Energy and Mining (Hon. D.C. van Holst Pellekaan)—

Rules made under the following Acts—

Motor Vehicles Accidents (Lifetime Support Scheme)—General

By the Minister for Transport, Infrastructure and Local Government (Hon. S.K. Knoll)—

Urban Renewal Authority—Charter

*Parliamentary Committees*

### PUBLIC WORKS COMMITTEE

**Mr CREGAN (Kavel) (14:03):** I bring up the 13<sup>th</sup> to 18<sup>th</sup> reports of the committee.

Reports received and ordered to be published.

*Parliamentary Procedure*

### VISITORS

**The SPEAKER:** I welcome to parliament today the Hon. Mario Feleppa OAM, a former member of the other place. Welcome to you, sir, and your guests as well.

*Question Time*

### MINISTER'S RECREATIONAL FISHING ADVISORY COUNCIL

**Mr MALINAUSKAS (Croydon—Leader of the Opposition) (14:05):** My question is to the Minister for Primary Industries and Regional Development. Can the minister explain how the ballot was conducted for the Minister's Recreational Fishing Advisory Council?

**The SPEAKER:** It does assume there was a ballot, but I will listen to the answer. Minister.

**The Hon. T.J. WHETSTONE (Chaffey—Minister for Primary Industries and Regional Development) (14:05):** Well, I certainly can. As we know, coming into the 2018 election there was a commitment that we gave to the recreational fishing sector right across South Australia. There are 277,000 recreational fishers in South Australia, and they felt that they had not been given the appropriate voice leading up to the election, so the commitment we gave them was that we would select a panel and they would be there as a minister's advisory panel on behalf of recreational fishing.

We designed a number of persons on the panel—nine in all—and what we first did was we gave the major representative groups a person on that panel. There were four of those groups, and so they brought forward their representative and that was the first four. We then put out for consultation people to have input as to who would like to be the remaining five members on that panel. Of those five members, there would be one who would be a woman, there would be one who would be from the retail sector, there would be one who would be from inland fishing (which would be reservoirs and river) and the remainder would be selected on a voting panel.

People put their names forward, and the assessment panel came up with 42 names. That was an independent two-person panel, and those 42 names were put forward. That went on to the YourSAy website and people were given the opportunity—I think it was one month—to vote for their preferred representative. What we saw as of midday on Monday was that that process was exhausted. As of last night, we have manually counted the votes that have come in. There were about 1,450 votes that came in on the vote process, and we now have the nine-member panel.

That nine-member panel is now going to being verified, re-counted, so that we do have an opportunity to make sure that all that voting has been appropriately done. We are also going to use blockchain to verify the people who voted. We will be the first in the country to use this process, making sure that there is transparency and making sure that those people who have been put onto the advisory panel have been so in an appropriate manner with transparency so that there is no reclaim.

#### **MINISTER'S RECREATIONAL FISHING ADVISORY COUNCIL**

**Mr MALINAUSKAS (Croydon—Leader of the Opposition) (14:08):** I thank the member for his answer, but my next question is also to the Minister for Primary Industries and Regional Development. Was a tender process conducted that led to the engagement of Horizon State to conduct that ballot for the Minister's Fishing Advisory Council?

**The Hon. T.J. WHETSTONE (Chaffey—Minister for Primary Industries and Regional Development) (14:08):** Sorry, could you just repeat the centre part of that?

**The SPEAKER:** Leader, please repeat the question.

**Mr MALINAUSKAS:** Sure, no problems. The question is: was a tender process conducted that led to the engagement of Horizon State to conduct the ballot that the minister referred to?

**The Hon. T.J. WHETSTONE:** There was a two-person independent assessment panel to, I guess, categorise the 42 people on that committee.

**Mr Malinauskas:** We are talking about the tender for conducting the ballot.

**The SPEAKER:** Order! We have the question.

**The Hon. T.J. WHETSTONE:** The tender for the ballot was brought forward independently. People came together of their own accord. That tender process was open to anyone around South Australia.

**Mr Malinauskas:** No, can I ask the question again?

**The SPEAKER:** Order! You have asked the question. You repeated the question, leader. Let's hear the minister's answer. The minister has the call. If the leader wants to ask another question, he can. Minister, are you still going? You still have the call.

**The Hon. T.J. WHETSTONE:** What I would say is that the tender process for the election of the 42—

**Mr Malinauskas:** No, who conducted it?

**The Hon. T.J. WHETSTONE:** Yes, that tender process was put out to two independent people not involved in the fishing sector. One was a small business person and one was a legal person.

**The Hon. A. KOUTSANTONIS:** Point of order, sir: the question was regarding the appointment of Horizon State to conduct a ballot and whether a tender process was conducted for that process.

**The SPEAKER:** Yes, I have the question. The point of order is for debate, member for West Torrens?

**The Hon. A. KOUTSANTONIS:** Yes.

**The SPEAKER:** I will listen carefully. I think there may have been potentially some misunderstanding, but it doesn't mean that members on my left can continually interject. The minister has the call. He will give his answer. I will give the leader one more question after that. The minister has the call.

**The Hon. T.J. WHETSTONE:** I have answered it.

**The SPEAKER:** He's finished. Leader, do you have another question?

#### MINISTER'S RECREATIONAL FISHING ADVISORY COUNCIL

**Mr MALINAUSKAS (Croydon—Leader of the Opposition) (14:10):** A supplementary question to the minister: as distinct from the process for nominations of the fishing advisory council, what was the process that selected Horizon State to conduct the actual ballot, as distinct from the lead-up to the ballot?

**The SPEAKER:** The Premier.

*The Hon. A. Koutsantonis interjecting:*

**The SPEAKER:** The member for West Torrens is called to order.

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:10):** The Office for Digital Government is in my department, the Department of the Premier and Cabinet. We are involved in that. I will get a detailed briefing on that and come back to the house.

**The SPEAKER:** The member for Newland. I will come back to the leader.

*Mr Szakacs interjecting:*

**The SPEAKER:** The member for Cheltenham is called to order.

#### TRANSPORT SUBSIDY SCHEME

**Dr HARVEY (Newland) (14:10):** My question is to the Minister for Transport, Infrastructure and Local Government. Can the minister update the house on the South Australian taxi subsidy scheme?

**The Hon. S.K. KNOLL (Schubert—Minister for Transport, Infrastructure and Local Government, Minister for Planning) (14:11):** I certainly can, and can I apologise for my absence yesterday. I wanted to be able to provide some information to the house, and I am very grateful to the member for Newland for the opportunity to be able to explain to the house where we are in relation to the South Australian taxi subsidy scheme. It is a brilliant scheme that provides very much needed assistance to very vulnerable people within our community and it as a service will continue for as long as we are in government, if not further into the future.

The South Australian taxi subsidy scheme actually provides vouchers to around 75,000 South Australians who use that subsidised voucher to be able to get around. Primarily, we are talking about people who have difficulty or an inability to use private transport but also for whom mass public transport doesn't work. A lot of the people who use the scheme are over 65 and have mobility issues. Again, these vouchers are an important part of their ability to get around and enjoy a full and active life in the way that we as a state government would like them to.

There is also a cohort of people living with a disability who access this scheme and they do so at varying degrees. The provision of that service has become more complicated of late with the transition of a number of the people using the existing scheme to the National Disability Insurance Scheme. NDIS arrangements have been under transition for some time and, in fact, it was back in 2013 and 2015 that the original agreements were made in relation to what those transition measures and those final measures were going to look like.

Upon coming to government, we have a situation in front of us where these transition arrangements are now coming to fruition, they are coming to bear, and a number of the issues in relation to the deal that was struck before 17 March last year are now coming home to roost. We have 1,251 people who at this stage we believe have transitioned or will transition to the NDIS by 30 June this year. These are people who are and will be able to access transport subsidies under the NDIS. There are three grades there, off the top of my head, the highest grade being something at around 70 bucks a fortnight.

These people, up until now, have been able to take advantage of the NDIS transport arrangements but are also still able to access the South Australian Transport Subsidy Scheme. It is an issue that exists in South Australia, but it is also an issue that exists in every other state and territory and, in fact, is something that at a national level needs to be dealt with. We have put in some transitional arrangements that expire on 30 June, subject to any other decisions that we as a government are going to make, but we will also still provide the ability up until that date for people to get another book of 80 vouchers right up until that 30 June date.

I would agree that there is a significant issue here in the fact that there are most vulnerable people in our community who need continued access to transport subsidies so that they can continue to get around. As a government we—and certainly minister Lensink in the other place and I—have been working on a solution to this issue for some time. We do appreciate that there is grave concern in the community.

We do need, for a permanent solution, to have an NDIS policy change, which is something that we are working towards and actively pushing for the NDIA to make those changes. Can I say that we are here to help these people and to help make sure that they can continue to get around. What we won't tolerate, though, is disingenuity and hypocrisy from those opposite, who created this mess in the first place and have left for us something that once again we as the new Marshall Liberal government are having to fix.

**Ms COOK:** Supplementary, please.

*Members interjecting:*

**The SPEAKER:** Are you guys finished yet? Member for Hurtle Vale.

#### **TRANSPORT SUBSIDY SCHEME**

**Ms COOK (Hurtle Vale) (14:15):** My question is obviously a supplementary to the previous response. Will the minister today provide a guarantee to all South Australians currently using the SATSS vouchers and living with a disability that the scheme will continue beyond 30 June to ensure satisfactory transport arrangements?

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.K. KNOLL (Schubert—Minister for Transport, Infrastructure and Local Government, Minister for Planning) (14:15):** I think I spent four minutes trying to answer that question.

*The Hon. A. Koutsantonis interjecting:*

**The SPEAKER:** That's true, member for West Torrens.

**The Hon. S.K. KNOLL:** We are working on the best way to deliver a solution in this space. There are a number of moving parts, including negotiations with other states and territories to push the NDIA and the federal government to also make decisions in this space, but we will work towards

a solution that delivers a great outcome. What we won't do is stand here and be lectured by those who created the problem in the first place.

*Members interjecting:*

**The SPEAKER:** Before I call the Leader of the Opposition, I call the following members to order: the member for Light, the member for Torrens and the member for Badcoe. The Leader of the Opposition has the call.

#### **MINISTER'S RECREATIONAL FISHING ADVISORY COUNCIL**

**Mr MALINAUSKAS (Croydon—Leader of the Opposition) (14:16):** My question is to the Minister for Primary Industries and Regional Development. Did the state government, either directly or indirectly, purchase or invest in cryptocurrency to conduct the Minister's Recreational Fishery Advisory Council ballot?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:17):** I have already updated the house, but we will seek a briefing and provide that detail to the Leader of the Opposition.

*Mr Picton interjecting:*

**The SPEAKER:** Order! The member for Kaurna is called to order.

#### **MINISTER'S RECREATIONAL FISHING ADVISORY COUNCIL**

**Mr MALINAUSKAS (Croydon—Leader of the Opposition) (14:17):** Supplementary question: what if cryptocurrency was—sorry, my supplementary question—

*Members interjecting:*

**The SPEAKER:** Order!

**Mr MALINAUSKAS:** What is the value of any cryptocurrency purchased by the state government in the conduct of the ballot?

**The Hon. J.A.W. GARDNER:** Point of order, sir: that assumes something that has not been established as fact and is therefore hypothetical.

**The SPEAKER:** There is some conjecture as to whether a fact was, if you like, assumed there. If I do intervene, I also am not able to allow the government to rebut any alleged assumption. So would the Premier like to have a go?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:18):** I refer the honourable member to my previous answer.

**The SPEAKER:** Thank you. The member for Flinders and then the Leader of the Opposition.

#### **DROUGHT ASSISTANCE**

**Mr TRELOAR (Flinders) (14:18):** My question is to the—

*The Hon. S.K. Knoll interjecting:*

**The SPEAKER:** The Minister for Transport is called to order. The member for Flinders has the call.

**Mr TRELOAR:** Thank you, sir. My question is to the Minister for Primary Industries and Regional Development. Can the minister update the house on how the state government—

*Members interjecting:*

**The SPEAKER:** Order!

**Mr TRELOAR:** —is delivering support for farmers—

*Members interjecting:*

**The SPEAKER:** The member for West Torrens and the Premier, could you please stop this? Thank you. The member for Flinders has the call.

**Mr TRELOAR:** My question is to the Minister for Primary Industries and Regional Development. Can the minister update the house on how the state government is delivering support to farmers to drought-proof their properties and build resilience?

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. T.J. WHETSTONE (Chaffey—Minister for Primary Industries and Regional Development) (14:18):** I thank the member for Flinders for his very important question.

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. T.J. WHETSTONE:** He would know better than most how drought-stricken farmers are struggling, particularly with watering their livestock, having to cart water into properties to make sure that they are watered and looked after. What I would say is that, in travelling around much of South Australia, and in many of my regional visits with the member for Flinders, we have now—

*The Hon. S.C. Mullighan interjecting:*

**The SPEAKER:** The member for Lee is called to order.

**The Hon. T.J. WHETSTONE:** —worked with the Coalition, the state government, in announcing a \$5 million federal rebate to drought-affected livestock farmers who invest in on-farm water efficiencies.

Last month, along with federal Minister for Agriculture, David Littleproud, I made the announcement. It is an announcement that has been part of the Prime Minister's drought strategy and it assists South Australian farmers in drought to buy and install new water infrastructure to make their properties more drought resilient. Drought-affected farmers can claim up to 25 per cent of new water infrastructure, capped at \$25,000. It is retrospective, however, to 1 July 2018. It is important that many South Australian livestock farmers are given support in droughtproofing or, what we call, futureproofing their farms. This is part of the \$50 million On-Farm Emergency Water Infrastructure Rebate Scheme.

I can update the house that we have had 14 applications here in South Australia to date and 148 calls to the hotline seeking over \$105,000, and there are many more projects that are looking for approved funding. This rebate scheme is ensuring long-term viability and preparedness against drought conditions. As I said, it's about futureproofing, it's about droughtproofing our farms, giving livestock farmers the tools to be able to upgrade existing infrastructure to mitigate degradation of natural watering posts. It also addresses animal welfare needs. We have seen some of the terrible footage showing drought-stricken farms, particularly on the east coast where we have seen animals that have struggled particularly with feed and water needs.

This scheme will enable farmers to purchase and install pipes, water storages, water pumps, desilting dams, drilling new stock water bores and associated infrastructure, including small desal plants. It also gives farmers the ability to buy power supplies such as generators. The Marshall Liberal government has worked constructively, in an adult fashion, with the commonwealth government to look at ways to futureproof our farms because we know that in times of drought good leadership and government collaboration are needed, and that is exactly what this government has provided in dealing with the needs of drought. We know that #RegionsMatter.

#### **MINISTER'S RECREATIONAL FISHING ADVISORY COUNCIL**

**Mr HUGHES (Giles) (14:21):** My question is to the Minister for Primary Industries and Regional Development. Can the minister assure participants in the ballot for the Minister's Recreational Fishing Advisory Council that their personal details will not be shared with any third parties?

**The Hon. T.J. WHETSTONE (Chaffey—Minister for Primary Industries and Regional Development) (14:22):** Yes, I can assure you.



**MINISTER'S RECREATIONAL FISHING ADVISORY COUNCIL**

**Mr HUGHES (Giles) (14:22):** My question is to the Minister for Primary Industries and Regional Development. Did the minister, or his staff, meet with Horizon before or during any process to appoint them to the ballot for the Minister's Recreational Fishing Advisory Council?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:22):** I have already said that we are going to provide a comprehensive update to the opposition—

*An honourable member interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** —regarding the process to appoint Horizon. We are excited about using the blockchain for the first time in Australia to conduct an election. It's been done in other jurisdictions around the world, but never before in Australia. I note those opposite—

*Members interjecting:*

**The SPEAKER:** Order, members on my left! We have the question; I would like to hear the answer.

**The Hon. S.S. MARSHALL:** —seem to all of a sudden become Luddites, whereas not that long ago they were in government basically running over inflatable kangaroos, promoting the latest in technology, but now, all of a sudden, in opposition they are absolutely appalled by the concept of moving into new areas of exploration and technology. We are not going to shirk the opportunities—

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** —to look at the opportunities that technology and digitisation provide. As I have presented to the house previously, we will get a comprehensive briefing and come back to the opposition with that information.

**The SPEAKER:** The member for Lee and the member for Kaurana are warned. The member for Mawson is called to order and the member for Wright is also called to order. The father of the house has a question.

**The Hon. A. KOUTSANTONIS:** Thank you, my son.

**The SPEAKER:** Not quite.

**ADC GLOBAL BLOCKCHAIN SUMMIT**

**The Hon. A. KOUTSANTONIS (West Torrens) (14:23):** My question is to the Premier.

*Members interjecting:*

**The SPEAKER:** Order! Let's hear the question. Member for West Torrens.

**The Hon. A. KOUTSANTONIS:** My question is to the Premier. How many delegates paid the full fee to attend the ADC Global Blockchain Summit?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:24):** I don't have the details with me, but I know that we had over 400 people who attended, many of them from South Australia from the tech sector, who were excited by the potential for blockchain. There were many from interstate and many from overseas. It was exciting to have many global speakers here in South Australia talking about the potential for blockchain. We see it being used by some of the largest companies in the world at the moment. Some of our largest Australian companies are looking at it for applications, like smart contracts, elections and many other applications. We are very keen to learn from these and position South Australia at the forefront of future industries in Australia.

**MURRAY MALLEE REGION**

**Mr PEDERICK (Hammond) (14:25):** My question is to the Minister for Primary Industries and Regional Development. Can the minister update—

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. A. Piccolo:** Can you please define 'a pair'?

**The SPEAKER:** The member for Light is warned.

**Mr PEDERICK:** Can the minister update the house on how the government is supporting economic growth in the Murray Mallee region?

**The Hon. T.J. WHETSTONE (Chaffey—Minister for Primary Industries and Regional Development) (14:25):** Yes, I can. I thank the member for Hammond for his important question. The reason that he is asking this question is that it's of the utmost importance to him. Recently, he and I visited Bowhill Engineering in a great little river community on the River Murray. We went up to visit the Bowhill community because they have just been the recipient of a \$350,000 regional grant.

Towards that total project was \$750,000 to underground power, but it was more than just undergrounding power: it was giving the Bowhill community the opportunity to grow. It was allowing the Bowhill community to rebuild their store that had burnt down a couple of years ago. It was giving the community an opportunity to install PV panels to help with offsetting the monstrous power bills that they had been receiving previously. More importantly, what this funding had done was the undergrounding of power cables for Bowhill Engineering.

Bowhill Engineering is a great success story here in South Australia. They are a small family-run business. If any of you have been up to the Darlington Road upgrade, you would have seen the large overhead steel structures—the roadways—that are outstanding. Those structures were constructed by Bowhill Engineering. A small regional community is doing the state proud. They are showing other large construction companies exactly what can be achieved when there is collaboration. Bowhill Engineering, as I said, is a great success story—

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. T.J. WHETSTONE:** —but the project, as they underground that single overhead powerline, now enables those large structures to be managed easily and safely through the yards of the engineering company. I think it's really important that we understand that the Regional Growth Fund is about a collaboration of regional communities. It's about bringing people together for a collaborative effort so that we can actually grow our economy and create jobs.

At Bowhill Engineering, the Hawkes family are passionate about retaining youth. They are passionate about retaining locals within the sector at their business. We now have school tours through this small business. What this upgrade will now allow them to do is to tender for larger projects, and it won't just be projects here in South Australia—they are now looking at tendering for projects nationally. That is good news for South Australia. It's good news for jobs and it's good news for regional South Australia because we all know that #RegionsMatter.

### JOHN PIRIE SECONDARY SCHOOL

**The Hon. G.G. BROCK (Frome) (14:28):** My question is to the Minister for Education. John Pirie Secondary School has been approved for a pilot program for year 7s to go into high school. Can you please explain what the benefit will be to my community and the students around the area?

**The Hon. J.A.W. GARDNER (Morialta—Minister for Education) (14:28):** I thank the member for Frome for the question. I am very pleased to be able to talk about the work being done at John Pirie Secondary School and, indeed, in all the local primary schools in the Port Pirie area. I note that the member for Frome has been talking to the communities there because I see that he has also made some comments in his local community welcoming the government's announcement that John Pirie Secondary School will be one of three schools piloting the year 7 transition.

It's important to note that year 7s are in a high school environment in many schools in South Australia already. In the Catholic sector, almost all their schools are as of this year. A significant number of public R-12 schools and area schools and a couple of specific year 7 to 12 schools are already operating.

The question with these pilots isn't whether the year 7 students can prosper in a high school environment as they do in those other schools and around the country, but particularly ensuring that where there are challenges with the transition, which can impact on local primary schools and on the local high schools for schools in this situation, we can pick up some of those challenges.

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. J.A.W. GARDNER:** That's why the three schools were particularly chosen from a diversity of contexts. Wirreanda in the southern suburbs is a large zoned school within the metropolitan area; Mitcham Girls High School is an unzoned school in the metropolitan area, with a specific cohort; and John Pirie is a school in a regional community, as the local high school.

It was a great pleasure, on my way to visit the Stuart electorate at the end of last week, to stop in Port Augusta with the member for Stuart, and Whyalla, where I met with the member for Giles at a couple of school openings and talked about the TAFE and new high school. On the way up, I was able to visit Roger Nottage and his team at John Pirie Secondary School. He identified that the level of interest in the member for Frome's community since the announcement that John Pirie would be one of the pilot schools has been significant.

I have had some information that already, even in the week and a half or so since the announcement, the level of interest has identified that approaching a third of the parents of the year 6 students from this year's cohort have already expressed an interest in being part of that pilot next year. They haven't even started having their open nights to talk to families about this.

We are going to be looking at, in particular, benefits for the whole state from the lessons we will learn from John Pirie through to other regional communities where there is a transition from that year 6 to year 7 being in the high school context in 2022. Next year, John Pirie will show us the way in how some of those things can be achieved.

I commend all the principals in Port Pirie and surrounds, who are working together collaboratively. I was pleased to be able to speak to a couple of primary school principals, who are looking forward to working collaboratively with John Pirie Secondary School on that process. There are going to be some changes. I think some of those schools are looking at whether, rather than just doing a year 7 graduation this year, they potentially include their year 6 cohorts in that, depending on how many of their families wish to do it.

I make it clear to the member for Frome that this will be a voluntary opportunity for those families this year. They don't have to participate in the pilot if they don't wish, but the level of enthusiasm identified to me by the senior staff at John Pirie was significant, and they felt that they were getting significant enthusiasm from their local community as well.

I note that this is something that the Pirie community has been looking at for some time, which informed, I believe, the education department's recommendation to me and the government that John Pirie be included in the pilot, as they were ready to go and enthusiastic about it. I think that the members of the community in the member for Frome's electorate will very much appreciate this opportunity.

#### **ADC GLOBAL BLOCKCHAIN SUMMIT**

**The Hon. A. KOUTSANTONIS (West Torrens) (14:32):** My question is to the Premier. Is it correct that at the close of earlybird registrations for the ADC Global Blockchain Summit only 20 delegates paid the \$2,195 discounted earlybird registration fee to attend the conference?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:33):** I'm not really 100 per cent sure why that is a question to the Premier of this state—

**The Hon. S.C. Mullighan:** That's a disaggregated technology.

**The SPEAKER:** The member for Lee is warned.

**The Hon. S.S. MARSHALL:** I'm not sure whether the member for West Torrens—

**Ms Stinson:** You wanted to ask for their questions.

**The SPEAKER:** The member for Badcoe is also warned.

**The Hon. S.S. MARSHALL:** —understands this, but we did not conduct the conference. We were a sponsor to the conference, just like the previous government was sponsor to many other conferences. I don't think that they would know the registration rate, how many people got in the earlybird rate, and so on and so forth. It seems to me, though, that the opposition aren't supporters of emerging technologies in South Australia. They're not supportive of blockchain or cyber. They're probably not even supportive of the Space Agency coming to—

**The Hon. A. KOUTSANTONIS:** Point of order, sir.

**The SPEAKER:** There's a point of order. Premier, one moment. Point of order from the member for West Torrens.

**The Hon. A. KOUTSANTONIS:** Sir, that is clearly debate.

**The SPEAKER:** The point of order is for debate. The question was about registrations at a blockchain conference. The Premier began his answer by answering the substance of the question. He is starting to deviate a little bit, but I know that he will come back to the substance of the question pretty quickly.

**The Hon. S.S. MARSHALL:** I know there were many people who attended that conference. We had hoped to have between 300 and 500 people attend that conference—

**The Hon. A. Koutsantonis:** You said 400 before.

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** I don't know the total number, but we received well over 400, which is good news. That's within that range of 300 to 500, for those former treasurers—

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** —who aren't quite as numerate as other people about ranges, but anyway—

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** One of the people who attended was, I think, a central bank governor. We had regulators from around the world. We had people from the OECD. We had many visitors from North America and Europe. Members of the federal parliament attended, and members of the federal Australian Labor Party attended for some reason. I will check what payment they made to the conference and come back to the opposition. They seem very interested in these payment schedules.

#### ADC GLOBAL BLOCKCHAIN SUMMIT

**The Hon. A. KOUTSANTONIS (West Torrens) (14:34):** My question is to the Premier. Did the Premier or anyone in his office ask the organisers to discount registration fees by 40 per cent due to low registration numbers for the ADC Global Blockchain Summit?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:35):** I'm not aware of that.

*Ms Hildyard interjecting:*

**The SPEAKER:** The member for Reynell is called to order.

**The Hon. S.S. MARSHALL:** Quite frankly, it just doesn't seem to be an issue—

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** Running a private conference doesn't really seem to be an issue for the office of the Premier.

*Mr Brown interjecting:*

**The SPEAKER:** The member for Playford is called to order.

**The Hon. S.S. MARSHALL:** We are more interested, sir, as you would be aware—

**The SPEAKER:** Yes.

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** We are more interested in things like the unemployment rate, driving the unemployment rate down. Those opposite seemed very interested in this question on Tuesday—not so interested today.

**The SPEAKER:** Has the Premier finished his answer?

*The Hon. C.L. Wingard interjecting:*

**The SPEAKER:** Before I go to the member for West Torrens, the Minister for Police is called to order.

#### *Parliamentary Procedure*

#### **VISITORS**

**The SPEAKER:** I welcome to parliament today the Hon. Graham Gunn, former Speaker and former member for Stuart, who was with us for a short time, as well as Ivan Venning, the former member for Schubert, and also Vini Ciccarello, the former member for Norwood.

#### *Question Time*

#### **ADC GLOBAL BLOCKCHAIN SUMMIT**

**The Hon. A. KOUTSANTONIS (West Torrens) (14:36):** My question is to the Premier. How many public sector employees had their attendance fees paid for or waived to attend the ADC Global Blockchain Summit?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:36):** I do not know.

#### **DESIGNATED AREA MIGRATION AGREEMENTS**

**Mr ELLIS (Narungga) (14:36):** My question is to the Premier. Can the Premier update the house on the government's two Designated Area Migration Agreements with the commonwealth and what it will mean for Adelaide and the regions?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:36):** Well, finally, a decent question in parliament, somebody who is concerned about the future of this state, unlike the drivel we have had from those opposite today and this week. Sir, can I tell you that we have an ambition for our state. We want to get this state moving again, and I would like to thank the Morrison government, and in particular minister Coleman for the work that he has done backing our ambition to grow our regional populations. We all realise that there are some very significant skill shortages right across country SA. This puts a handbrake on the overall productive capacity of our state.

That's why we went to the most recent Council of Australian Governments (COAG) lobbying for changes to the migration settings for Australia, making sure that we didn't continue with a cookie-cutter approach, a one-size-fits-all arrangement, for the entire nation because there are parts of our nation who do not want further migration to their states. We are not one of those. We have skill shortages, and we want to fill those skill shortages. We have been able to successfully negotiate with the federal government to establish two Designated Area Migration Agreements (DAMAs).

*An honourable member interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** Those two are for regional South Australia and also for metropolitan South Australia around specific skill shortages in terms of innovation and some future industries.

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** But I would like to concentrate on the regional area DAMA because I was asked the question by the member for Narungga. He, like many people on this side of the house, cares about regional communities in South Australia because, as my good friend the Minister for Primary Industries always says, #RegionsMatter. They do matter, not just in a hashtag for Twitter, but they really matter because people in the country would like to expand the overall productive capacity of their communities.

We know that there are skill shortages. We know that there are jobs that are going unfilled because there are no suitably qualified people in regional South Australia. What this DAMA allows us to do is bring in 750 people per year for the next five years to fill some of those skill shortages, and I'm pretty excited about it.

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.S. MARSHALL:** We have been able to identify 117 occupations that people across regional South Australia had suggested to us are very important occupations that need to be filled. As we fill those particular occupations, we will expand the productive capacity of the regions, and that will create even more jobs for South Australians.

I emphasise, and this is a crucial point, that our primary focus is on making sure that South Australians fill any job vacancies. However, when there are job vacancies and they persist, we want to be able to do everything we can to plug that hole, and the federal government has been enormously helpful to us with this. They would like to see South Australia get up off the mat after 16 years of maladministration by those opposite.

We have a great ambition, and I must say that I am buoyed by some of the figures we have seen come out today regarding net interstate migration. In fact, the most recent statistics show that there has been a freefall in the net interstate migration out of South Australia. It is still too high, but we have a net interstate migration of 4,600. That is the net interstate migration figure, the most recent one we have just received from the Australian Bureau of Statistics. It is still too high and we will do everything we can to arrest that exodus from South Australia, but the good news is that it is now 31 per cent lower than the previous year.

#### DESIGNATED AREA MIGRATION AGREEMENTS

**Mr MALINAUSKAS (Croydon—Leader of the Opposition) (14:40):** A supplementary: can the Premier provide the house with the 117 occupations he referred to in his earlier answer?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:41):** They will be the subject of the DAMA, and the details of that will be released as and when we are permitted to by the commonwealth.

#### PREMIER AND CABINET DEPARTMENT

**The Hon. A. KOUTSANTONIS (West Torrens) (14:41):** My question is to the Premier. Has the Department of the Premier and Cabinet's Director of Digital Government, Gail Fairlamb, the public servant charged with liaising with the organising conference, been terminated?

**The Hon. S.S. MARSHALL (Dunstan—Premier) (14:41):** Not that I'm aware of. I don't have any details on that.

**PREMIER AND CABINET DEPARTMENT**

**The Hon. A. KOUTSANTONIS (West Torrens) (14:41):** My question is to the Minister for Environment and Water. Did the minister personally intervene or make representations to the Chief Executive of the Department of the Premier and Cabinet regarding the employment of Gail Fairlamb?

**The Hon. D.J. SPEIRS (Black—Minister for Environment and Water) (14:42):** No; in relation to her employment I have had no conversations with the Chief Executive of the Department of the Premier and Cabinet.

**COUNCIL ASSESSMENT PANELS**

**Ms BEDFORD (Florey) (14:42):** My question is to the Minister for Planning. Following his answer to my question of 27 February regarding Council Assessment Panel decisions, are there any plans for councils and residents who are most greatly affected by approvals allowed under the planning act to be given more input into decisions that impact their local communities?

**The Hon. S.K. KNOLL (Schubert—Minister for Transport, Infrastructure and Local Government, Minister for Planning) (14:42):** I thank the member for Florey for her question. The answer is yes, and the answer is yes on a number of fronts. Decision-making processes within the planning system take two guises. One is around a policy plan change so, where we see at the moment changes to development plans using a development plan amendment, under the new PDI Act that will essentially be called a change to the design code.

On that front, this parliament saw fit to create a Community Engagement Charter, something that would give councils clear directions that they need to do more to engage local communities when it comes to policy changes about planning changes that could happen within their area. That is important because a lot of the time what happens is that members of the community get frustrated about the fact that individual planning applications are approved—

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. S.K. KNOLL:** —and they are frustrated and unhappy with those decisions when those decisions are very much in accordance with what the plan says. They get frustrated because they would like to see a change to the policy framework in the first place, and the Community Engagement Charter provides them with an opportunity to get involved at that earlier stage and actually have a stake in what the plan says in the first place. When the individual applications come in and are assessed against that plan, they have had that input at that early stage and know what the plan actually says and allows.

On that front, the new PDI Act provides greater opportunity and a much more stringent framework regarding how councils, when seeking a change to the code, need to engage their communities. That charter also applies to the State Planning Commission when they seek to undertake statewide change under the new system. Essentially, everybody is bound by greater levels of consultation on policy change.

The second part, though, is in relation to individual applications. On individual applications, we have outlined now some regulations that determine assessment pathways and what projects get assessed under those different assessment pathways. But, in every instance, we are actually going to see an increase in the amount of consultation time allowed for people to have their say. In fact, for more simple applications it's about a 50 per cent increase, and then it's a doubling for more complex applications, off the top of my head, up to 20 business days, up from 10. We want to give more time in the time frame allowed for assessment for people to have their say. We think that's extremely important and something that as a government we were keen to implement.

The second thing we have done is to make sure that there is greater opportunity for people to have their say and be represented when matters, for instance, go to a Council Assessment Panel for decision. Up until now, it has been very strict about who can and can't be represented and speak their mind at a Council Assessment Panel or, indeed, at a SCAP meeting as well for state-assessed matters.

The new system provides the opportunity so that anybody who makes a submission can now be heard. We are also extending the group of people who can actually make submissions in the first place, and we are doing something very simple; that is, when you have somebody who puts a development application in, they have to stick a sign on the front of the property, and anybody who drives past and sees that sign can make a submission and then have their voice heard. That is very different in advance of what's happened previously.

What we have done is provided greater ability for people to have a say in the policy framework, and we encourage people to do it at that stage rather than the forlorn attempts that are made after the fact. We are also providing greater opportunity on individual development applications for people to make their voice heard.

### COUNCIL ASSESSMENT PANELS

**Ms BEDFORD (Florey) (14:46):** A supplementary: when might these new measures be implemented, minister?

**The Hon. S.K. KNOLL (Schubert—Minister for Transport, Infrastructure and Local Government, Minister for Planning) (14:46):** Thank you, again, member for Florey. They will be staged over the coming 15 months. On 1 July this year, the planning and design code actually comes into force in the out-of-councils areas. In fact, I know that the department has been out consulting on that draft code over the past few months and been out to far-flung places, much of them in the member for Stuart's and the member for Giles' electorates, talking to people about what this means for them.

We will see in all regional areas of South Australia that all those council areas outside the 18 metropolitan council areas will have their code turned on at the end of this year. That's certainly a very welcome step. There are actually a number of policy changes that we are hoping to implement as part of that, especially in relation to providing greater opportunity for more employment and more sympathetic development within the environment and food production area so that farmers can have a greater ability to value-add on farm.

The other issue that we are seeking to implement at that point is in relation to wind farms, which are very contentious in regional communities. As regional MPs who sit on this side of the house, we have made commitments over many years and, essentially, the bringing of the new code at the end of the year for regional areas will encompass those changes. For metropolitan Adelaide, that will be turned on in the middle of next year. So for your electorate, member for Florey, it's the middle of next year when this new code will be turned on, and with that those new assessment pathways will come into effect.

### SPORTS VOUCHERS

**Ms LUETHEN (King) (14:48):** My question is to the Minister for Recreation, Sport and Racing. Can the minister inform the house how the government is getting more kids active by lowering costs?

**The Hon. C.L. WINGARD (Gibson—Minister for Police, Emergency Services and Correctional Services, Minister for Recreation, Sport and Racing) (14:48):** I thank the member for King for her question and acknowledge her passion for her community, in particular young people playing sport. I know that she would be very impressed with what the Premier had to say as well because she is very keen about more jobs, lower costs and better services.

*Mr Malinauskas interjecting:*

**The SPEAKER:** The leader is called to order.

**The Hon. C.L. WINGARD:** What we are talking about here are lower costs to South Australians, and families in particular. What better way to invest than actually getting our young people active and helping families pay for their sporting costs. We know that that is an inhibitor to some young families—having their kids pay—so helping with sporting fees really is a great outcome here.

Of course, the Marshall Liberal government went to the election committed to increasing the sports vouchers to \$100, and I know that in the member for King's electorate a lot of people have



taken that up, and that is really good to see. In fact, across South Australia we have had more than 15,700 people take up these sports vouchers, which is a huge growth on last year. That's over \$1.5 million back in the pockets of South Australians. So putting money back in the pockets of South Australian families really is an outstanding benefit.

I mentioned again some of the sports in the member for King's electorate, and I will just list them off: gymnastics is No. 1 in taking up the vouchers at the moment and AFL—I would suggest hinged around the AFLW and the success of the Crows—is No. 2. We added dance to the mix this year as well just to stretch the opportunities even further, and the uptake on dance has been fantastic.

*The Hon. S.C. Mullighan interjecting:*

**The Hon. C.L. WINGARD:** I hear the member for Lee making comments on the other side. He might not like this policy, Mr Speaker, but I can tell you people in his electorate do. Can I also say, No. 4—

**The Hon. A. KOUTSANTONIS:** Point of order.

**The SPEAKER:** Minister, please be seated one moment; there is a point of order.

**The Hon. A. KOUTSANTONIS:** This is clearly debate and offensive, sir.

**The SPEAKER:** I have the point of order. In fairness to the minister, I believe the member for Lee was provoking the minister. That is not an excuse for responding to interjections, but I ask the minister not to deviate and to stick to the substance of the question. Thank you.

**The Hon. C.L. WINGARD:** Thank, you, Mr Speaker. I do really appreciate that. So we are running through them: gymnastics, AFL, dance, and soccer is at No. 4 in the member for King's electorate. I talk about gymnastics at the top because a lot of the gymnasts come from the Tea Tree Gully Gymsports club. I know that the member for Newland as well is heavily involved—two great members doing wonderful work together for their community. They are outstanding.

*Ms Bedford interjecting:*

**The Hon. C.L. WINGARD:** And Florey.

*Ms Bedford interjecting:*

**The Hon. C.L. WINGARD:** Stand by, I am coming to you on calisthenics in a second. I am talking about the member for Newland and also the member for King and the Tea Tree Gully Gymsports group. I know that the member for Newland helped them get a \$20,000 grant to respraying their floor. There are so many kids out there doing gymnastics, it is outstanding.

I was at the Gymnastics SA awards night recently, and Russell D'Costa, the chairman of Gymnastics SA, stood up and made a speech. It was great to be there and to be a part of this event. In fact, a few people from the Tea Tree Gully Gymsports group won awards that night, which was great to see as well. Russell stood up and the first thing he spoke about was this \$100 voucher. We are putting money back in the pockets of families to allow these kids to partake.

I was a little bit chuffed, obviously, that he made mention of that given that it was our policy that we took to the election. I was probably more chuffed when everyone stood up and clapped. It was quite phenomenal. They were so appreciative of this policy, and we are glad that it is helping people get back into sport and getting young people active.

I want also to talk about the AV Millennium Calisthenics group at Broadview. They do dancing out there. I went out there when we announced that dance was also part of this, and I want to mention Vanessa Pironi and her daughters, Olivia and Mia. I want to quote Mrs Pironi when this \$100 voucher came in. She said:

I have to say a lot of us dance mums were very excited come first of January this year now that dance is also listed. We have just come off Christmas, then back to school and registrations, costumes, term one fees all due at the same time so it is the perfect opportunity to use the vouchers.

It was the perfect opportunity to be helping families and lowering costs, and that is what we are about.

*Mr Picton interjecting:*

**The SPEAKER:** The member for Kaurna is warned for a second and final time. The member for Reynell has the call.

#### HOCKEY SA

**Ms HILDYARD (Reynell) (14:52):** My question is to the Minister for Recreation and Sport. Given that the state government can afford to provide \$140,000 for the G'Day USA black tie gala—

**The Hon. J.A.W. GARDNER:** Point of order.

**The SPEAKER:** The point of order is for argument.

**The Hon. J.A.W. GARDNER:** There is argument in this question, sir. It is out of order.

**The SPEAKER:** When the member for Reynell alleges that the government can afford something, arguably that is—

*Members interjecting:*

**The SPEAKER:** Can or cannot afford it; either way, that is argument. I will allow the member for Reynell to perhaps rephrase the question.

**Ms HILDYARD:** Why can't the state government provide \$100,000 to support Hockey SA to ensure South Australian participation in the Australian Hockey League?

**The SPEAKER:** I will allow that question. The Minister for Sport.

**The Hon. C.L. WINGARD (Gibson—Minister for Police, Emergency Services and Correctional Services, Minister for Recreation, Sport and Racing) (14:53):** I thank the member for the question. The short answer is: probably the same reason you didn't do it. That would probably be the reason why.

**The SPEAKER:** Please direct your answer through the Chair, minister.

**The Hon. C.L. WINGARD:** Mr Speaker, I was just talking about the sports vouchers program that we did implement, the \$100 sports voucher program, and the success of that program bearing in mind that, when we came into government, the previous government had no money funded to continue the \$50 sports voucher program they had.

*Members interjecting:*

**The Hon. C.L. WINGARD:** It's alright; it's okay. We picked up the ball, we ran with it and we doubled it. We put in \$100 because we know how important grassroots sport is.

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. C.L. WINGARD:** That is a \$29 million investment in South Australians.

#### PRIVATE LEGAL MATTERS

**The Hon. A. KOUTSANTONIS (West Torrens) (14:54):** My question is to the Attorney-General. Is the concerns notice sent to the member for Lee by the Attorney-General a government initiative or a personal legal matter?

**The Hon. V.A. CHAPMAN (Bragg—Deputy Premier, Attorney-General) (14:54):** As indicated yesterday, this was a letter sent by me and prepared by me.

#### PRIVATE LEGAL MATTERS

**The Hon. A. KOUTSANTONIS (West Torrens) (14:54):** My question is to the Attorney-General.

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. A. KOUTSANTONIS:** Is the Attorney-General authorised to use government resources and public offices to facilitate a legal dispute with the member for Lee?

**The Hon. D.G. Pisoni:** How do you know it wasn't at lunchtime?

**The SPEAKER:** The Minister for Industry is called to order. I imagine that's a question for the Attorney-General.

**The Hon. V.A. CHAPMAN (Bragg—Deputy Premier, Attorney-General) (14:55):** I don't know whether the member is actually asking for a legal opinion here, but can I just say—

*Members interjecting:*

**The SPEAKER:** Order!

**Mr Picton:** You wouldn't want to get in trouble with the DPP.

**The SPEAKER:** Member for Kaurana, you can leave for the rest of question time, thank you.

*The honourable member for Kaurana having withdrawn from the chamber:*

**The Hon. V.A. CHAPMAN:** —I caused a notice to be served by email to the member for Lee—

*The Hon. A. Koutsantonis interjecting:*

**The SPEAKER:** Order! We have the question, member for West Torrens.

**The Hon. V.A. CHAPMAN:** —and addressing him as the shadow treasurer, I think, correctly, as is his title, and giving that notice.

**The SPEAKER:** Member for West Torrens and then we will move to my right.

#### PRIVATE LEGAL MATTERS

**The Hon. A. KOUTSANTONIS (West Torrens) (14:55):** My question is to the Attorney-General. Did the Attorney-General seek any legal advice from any public officer in relation to the concerns notice sent to the member for Lee?

**The Hon. V.A. CHAPMAN (Bragg—Deputy Premier, Attorney-General) (14:55):** No.

#### TERRORIST INCIDENTS

**Mr COWDREY (Colton) (14:55):** My question is to the Attorney-General. Can the Attorney update the house on what the government is doing to further protect South Australians from terrorist incidents?

**The Hon. V.A. CHAPMAN (Bragg—Deputy Premier, Attorney-General) (14:56):** I thank the member for Colton for this question because, of course, in light of the attack on Christchurch last week—

*The Hon. A. Koutsantonis interjecting:*

**The SPEAKER:** The member for West Torrens is warned.

**The Hon. A. Koutsantonis:** What word would you suggest?

**The SPEAKER:** The member for West Torrens is warned for a second and final time.

**The Hon. V.A. CHAPMAN:** The attack in Christchurch last week was a deep shock across the world and I think it was profoundly felt here in Australia, New Zealand being our close friend and neighbour and Christchurch being Adelaide's sister city. Since coming into office, the Marshall Liberal government has already acted to further protect South Australians during any terrorist incidents. I provide this further information to the house as an update.

We passed legislation last year, with the support of this parliament, clarifying the legal protections for police when shooting to kill a terrorist in declared incidents. Whilst there was some argument at the time as to whether this law was necessary, there was clearly uncertainty in the law and no police officer—our first responders in these circumstances—deserves to have the spectre of prosecution hanging over their head when acting to protect the public from those wishing to propagate terror.

We have continued to meet with SAPOL and were briefed about their work with communities, including the importance of being alert to the potential radicalisation of youth. We have also announced the development of a new rapid response capability that will enhance SAPOL's ability to safely resolve and respond to domestic crime and terrorist-related incidents. The ultimate objective of this will be to involve the deployment of highly visible, specially trained officers across the Adelaide metropolitan area, targeting at-risk crowded places, to respond to violent incidents in support of the first responders.

In the wake of the attack on Christchurch, I sent a letter to the commonwealth Attorney-General, the Hon. Christian Porter MP, seeking a briefing at the forthcoming Attorneys-General meeting as to the readiness and capability of Australia to deal with terrorist incidents from both a national and state perspective, as well as the issue of detention of persons held without charge or conviction.

I further note the commonwealth Attorney-General's comments in relation to the live streaming of terrorist incidents on social media and the impact this is having, sowing terror and retraumatising victims. Whilst this aspect is primarily a federal jurisdictional matter and a complex issue to manage, this is something we are carefully monitoring. I want to assure the house that the South Australian government will do all it can to advance a cohesive and coordinated response to terrorist incidents to ensure the safety of our citizens.

**The SPEAKER:** The 20<sup>th</sup> opposition question. The member for Elizabeth.

#### **ADELAIDE REMAND CENTRE**

**Mr ODENWALDER (Elizabeth) (14:59):** My question is to the Minister for Correctional Services. Can the minister explain how Serco intends to recruit and properly train approximately 100 new staff required to work in and run the Adelaide Remand Centre before 10 August?

**The Hon. C.L. WINGARD (Gibson—Minister for Police, Emergency Services and Correctional Services, Minister for Recreation, Sport and Racing) (14:59):** I thank the member for the question. That is a matter for Serco. They will be putting out ads very shortly, and if you want to apply feel free.

**The SPEAKER:** I will not be applying. Member for Elizabeth.

#### **ADELAIDE REMAND CENTRE**

**Mr ODENWALDER (Elizabeth) (14:59):** My question is to the Minister for Correctional Services. Minister, will the new operators of the privatised Adelaide Remand Centre be required to continue the same level of assessment, classification and care of new remandees entering the system?

**The Hon. C.L. WINGARD (Gibson—Minister for Police, Emergency Services and Correctional Services, Minister for Recreation, Sport and Racing) (14:59):** The Remand Centre isn't privatised.

#### **HORROCKS HIGHWAY**

**The Hon. G.G. BROCK (Frome) (14:59):** My question is to the Minister for Transport and Infrastructure. Minister, can you update or advise the house about any audit, costings or designs done on the Horrocks Highway, as this was mentioned as a high priority during the recent state election?

**The Hon. S.K. KNOLL (Schubert—Minister for Transport, Infrastructure and Local Government, Minister for Planning) (15:00):** I would like to thank the member for Frome for his question. He and I share the Horrocks Highway. It's a road that needs a lot of love. We are lucky that in this last financial year the Marshall Liberal government has committed about \$2½ million dollars to start fixing the Horrocks Highway.

We have committed money to resurface about seven kilometres of the Horrocks Highway between the Wasleys turn-off and Roseworthy. That work is actually underway at the moment. It is quite a difficult patch—there are a lot of Bay of Biscay soils underneath there that create a lot of volatility in that patch of road—but we are well underway to having that resurfacing work completed.

There are also two sections of shoulder sealing and, essentially, road maintenance being undertaken around Yacka and some fixing up of the road there.

There is a lot more work that needs to be done on the Horrocks Highway. I don't have a figure in front of me about what total works would be needed, but it is an example of a road that in various sections takes about 4,000 cars a day. Up north, more towards your patch, member for Frome, it's around 3,000 to 3,500 cars a day. It's a very important part of our road network. It does need more love and attention.

As a government, when we brought down our budget last year, we made good on our commitment to put \$315 million into regional road funding. There is more to come, and we know that we need to do a lot more. We will continue to find more money to put into regional roads, such as the Horrocks Highway, to make sure that people are safer on our roads. Horrocks Highway is a stretch of road that, off the top of my head, saw two road fatalities last year, which is absolutely awful. Again, it is a road that is a very high priority for this government to get on and fix, amongst a whole heap of other roads.

I don't want to just talk about the member for Frome's electorate and my electorate. There is a whole host of other roads. We have seen the RAA, in the last few days, come out and talk about the Dukes and the Augusta. We have seen them previously talk also about the Horrocks and the Victor Harbor Road—these were their picks for the state election that they wanted to see fixed. The truth is that we have had a huge backlog in road maintenance in regional roads in South Australia—fixing up regional roads and doing simple things like sealing shoulders, providing tactile line marking and safety barriers and trying to separate road medians. These are expensive but practical measures that we have to put in place if we want to see the road toll reduced in regional communities.

#### ADELAIDE REMAND CENTRE

**Mr ODENWALDER (Elizabeth) (15:02):** My question is again to the Minister for Correctional Services. Minister, on how many occasions did you or your staff meet with Serco before or during the tender process?

**The Hon. C.L. WINGARD (Gibson—Minister for Police, Emergency Services and Correctional Services, Minister for Recreation, Sport and Racing) (15:03):** As the member would know, it is inappropriate to meet with companies that are going through a tender process, so I didn't meet with Serco.

*Members interjecting:*

**The SPEAKER:** Order!

#### ADELAIDE REMAND CENTRE

**Mr ODENWALDER (Elizabeth) (15:03):** My question is to the Minister for Correctional Services. Will Serco be required to continue the same level of assessment, classification and care of new remandees entering the system?

**The Hon. C.L. WINGARD (Gibson—Minister for Police, Emergency Services and Correctional Services, Minister for Recreation, Sport and Racing) (15:03):** I thank the member for the question. That's all outlined in the contract, and that will be made available on the website, as I discussed yesterday. In fact, they probably have some more stringent KPIs, as we discussed yesterday with the leader, around the 10by20 project and keeping the community safe. I think they will probably be even more strictly monitored than the public system.

#### ENERGY SECURITY

**Mr PATTERSON (Morphett) (15:03):** My question is to the Minister for Energy and Mining. Can the minister please update the house on ElectraNet's plan to address system strength and stability in South Australia?

**The Hon. D.C. VAN HOLST PELLEKAAN (Stuart—Minister for Energy and Mining) (15:04):** Yes, I can. Thank you very much to the member for Morphett, who has quite a detailed understanding of these sorts of things, which I really appreciate. It's very helpful for him when he

advocates on behalf of his constituents. In late 2017, the Australian Energy Market Operator identified very serious system strength problems in our energy grid in South Australia.

You might remember also late 2017, the dying days of the previous Labor government, and it's no coincidence that after 16 years of failed energy policies that's where we got to. AEMO said that they needed to address this issue.

*Members interjecting:*

**The SPEAKER:** Order!

**The Hon. D.C. VAN HOLST PELLEKAAN:** The Australian Energy Regulator recently announced that it had approved ElectraNet to build and recover costs for four synchronous condensers in two locations: at Port Augusta and at Robertstown. These synchronous condensers will contribute to system strength. They will contribute to making our grid more reliable, which is very important for many reasons; whether the smallest household through to the largest employer, you need to have reliable electricity. It's something that the previous government's energy policy certainly did not deliver. We are working very hard on that in partnership with all the various energy industry agencies and, of course, with industry itself.

Another thing we are working on very hard is to get the cost of electricity down. Very interestingly, when AEMO said that they wanted to work on system strength and they looked at this possibility of synchronous condensers as one of the solutions, the former energy minister said that it was a bad idea because it would cost too much. Perhaps he didn't understand, or perhaps it was just a political point that he was trying to make, but the reality is that that's exactly what the Australian Energy Regulator assesses, one of the things that it assesses as part of its overall investigations into whether this should go ahead.

The Australian Energy Regulator is very much on the side of consumers, and it has determined that actually the synchronous condensers will save electricity consumers in South Australia money. That's their job and that's their finding. It's the previous government that got us into this situation, shamefully. It is the previous government that argued against one of the solutions, shamefully. Mr Speaker, let me tell you that every day we are working to make electricity more affordable, more reliable and cleaner in South Australia. We are very happy to partner with ElectraNet, who is going to install these four synchronous condensers in two locations as one of many parts of this very important work.

#### *Grievance Debate*

#### **PORT ADELAIDE FOOTBALL CLUB GAME DAY VILLAGE**

**The Hon. S.C. MULLIGHAN (Lee) (15:07):** I rise to talk about an issue that emerged in the media over the past week and that is the disgraceful treatment of the Port Adelaide Football Club by the Adelaide Oval Stadium Management Authority. Last week, the media reported Port's complaints about how it had been treated by the SMA over Port's Game Day Village. The response from Andrew Daniels at the SMA was extraordinary. Mr Daniels told the media:

Any accusations that the SMA in some way have tried to undermine the Game Day Village are totally wrong and we completely reject them.

On ABC radio, Ali Clarke questioned Mr Daniels:

So you didn't make it any harder for them because Port Adelaide was offering cheaper beers outside your stadium?

Mr Daniels responded:

It is the most scurrilous, outrageous, disgraceful accusation I have ever heard in my entire career. I can't be more strong than that, it is totally wrong.

We now know, of course, the truth behind the shameful treatment of the Port Adelaide Football Club by the SMA over this village. We know that it is in fact Mr Daniels who is totally incorrect, that it is actually his comments that are scurrilous, outrageous and disgraceful. And we know that Port Adelaide's claims are, in fact, correct.

In 2014, Port developed its Game Day Village, sitting on Tennis SA land next to Adelaide Oval. The village offered Port fans a place to meet before the game and have a beer—actually, a \$5 beer, several dollars cheaper than beers inside Adelaide Oval. It only took weeks until in June 2014 the SMA wrote to Port Adelaide threatening to block access to the Game Day Village, demanding that beers be sold at higher prices, that Lion Nathan beer be served and that all signage be removed.

Port resisted, but the threats and the intimidation from the SMA continued, both to Port and to Tennis SA, which was allowing Port to use its liquor licence. Eventually, these threats and intimidation from the SMA forced Port into accepting SMA demands so that by the 2016 season the SMA was supportive of the village because Port had been forced into giving the \$30,000 to \$40,000 a year in Game Day Village profits to the SANFL.

Reluctantly, Port met these demands because it knew its fans wanted the village to continue. It is the written support from the SMA for the 2016 Game Day Village that the SMA's private spin doctors selectively leaked to the media this week to give the impression that the SMA always supported the village concept. This was deliberately dishonest and deceptive.

In 2017, the village was not offered, but a backlash from Port fans about losing its village that season led Port to having to sit down with the SMA for the 2018 season. In 2018, the village was run by the SMA with their extortionate beer prices and, again, Port did not get the profits. Last week, Port Adelaide was right: the SMA had made it as hard as possible for Port to operate its Game Day Village and fans were the losers with higher beer prices.

Why is this all important? It is important because it is a window into a pattern of deliberately misleading and deceptive behaviour by the SMA. It is this same SMA that are asking South Australians to believe them about why they need a new hotel at Adelaide Oval. It is this same SMA that is telling us why they need a taxpayer-funded \$42 million loan from the Liberal government.

But just like its claims on the Game Day Village drama, unfortunately, the SMA has not been up-front about this hotel proposal. We have variously been told that the SMA needed the hotel so its profits could be used to better maintain the Oval. Then we were told that Adelaide Oval needed the hotel to compete against Marvel Stadium in Melbourne. Then we were told that the profits were needed so the hotel could invest in women's sport. As the reasons continued to change, Matthew Abraham commented on 5AA that it is 'the hotel we need for world peace'.

But the story has also changed about the government loan. We were told by both the government and the SMA that it was too hard for the SMA to get a commercial loan, that it was, to quote Andrew Daniels, 'very, very complex' and that, as a result, the government had to provide the loan. That is not true either. We know the Commonwealth Bank offered the loan. We know it only needed some equity from the SMA and its shareholders—the SACA and the SANFL—of approximately \$13 million. We know the SACA was prepared to put up its half of the equity, and the SACA understood the SANFL was considering putting up its share. So why did the SMA need the government loan?

Of course, it did not need it. It is just another example of why the SMA has not told us the full story about the hotel and the loan. We are now at the point where the SMA cannot be relied upon for the facts and the whole story about what is going on at the Oval. If we cannot rely on the SMA to be honest about the Oval, or to treat the two AFL clubs properly, and if we cannot rely on them to ensure fans are not being extorted for higher beer prices, perhaps the SMA and its leadership should not be the ones superintending the Oval. I have one last suggestion to Mr Daniels: perhaps he could pick the phone up and apologise to the Port Adelaide Football Club.

**The SPEAKER:** I call the member who was the first player to kick a goal against the Power, the member for Morphett.

#### PLYMPTON INTERNATIONAL COLLEGE

**Mr PATTERSON (Morphett) (15:12):** Plympton International College is located in Errington Street in Plympton. It provides a learning experience for students from reception to year 12. In 2017, Plympton International College became the first bilingual school in South Australia where students have the unique opportunity of becoming fluent in the Chinese language—one of the most spoken

languages in the world. The current principal, Linda Richardson, has been in place as the bilingual program has been rolled out and implemented. The bilingual program has been in place for 10 years, and in the first three years, the lower primary school students have been the focus with daily Chinese lessons.

The school has students from over 40 nationalities, and in the last three years, the number of primary students has increased by 140. In fact, the number of school students this year has increased to just over 500 students. Even so, the capacity of the school is running at around 60 per cent, when schools on both the city and coastal sides are trending towards maximum capacity.

Another curriculum program that the school has particularly invested in is STEM. Seventy-five per cent of the fastest growing industries need some form of science, technology, engineering or maths skills. I studied maths, physics and chemistry in year 12 and then electrical engineering and physics at university, so I can understand the opportunities that will open up in South Australia with the \$90 billion defence shipbuilding program, the fantastic news of the location of the Australian Space Agency here at Lot Fourteen and, just this week, the announcement of a mission control centre in Adelaide.

One of the best parts of my job as a local member of parliament is visiting schools in my electorate and meeting students and teachers. On 6 March, I was invited to open the school's STEM facility. South Australian taxpayers have invested \$3.5 million into the STEM facility started by the previous government and continued by this government to provide a wonderful, new, state-of-the-art, purpose-built learning space.

*The Hon. A. Piccolo interjecting:*

**The SPEAKER:** Member for Light!

**Mr PATTERSON:** Some of the existing buildings have been given a new lease on life and turned into an open STEM facility with science learning areas, makerspaces, wet areas, adaptable rooms, and access to a new nature play area. These spaces will allow for robotics, digital media and science learning with up-to-date technology.

The school has an innovative teaching and learning partnership with the University of South Australia, and at the opening we saw a data analytics demonstration by Dr Matt Sykes from UniSA. Additionally, the STEM facility allows the student to live stream with students in China in order to co-learn and interact remotely.

Speaking with students at the opening of the new centre, it has given them a real sense of pride in their school, and the principal has reported higher levels of student engagement. These new spaces provide the school's wonderful teachers with the specialist facilities they need to inspire innovation and creativity in STEM studies, as well as stimulating the imagination of these students and challenging them to achieve even more than they already do.

That is an important point: facilities are important, but even more important are the teachers and learning programs. That is what the government is focused on: that every child is supported to reach their potential at every school. After talking with members of the school community, I am concerned that their morale has taken a hit after comments made by Labor MPs, which were reported in the media, around school zoning and what that infers about Plympton International. Some of those comments occurred at Plympton Primary School, 750 metres away from Plympton International.

*Members interjecting:*

**The SPEAKER:** Order, members on my left!

**Mr PATTERSON:** We know we cannot have a two-tiered public school system—

**Ms Stinson:** That's right, we can't. That's why you should invest in this school.

**The SPEAKER:** Member for Badcoe, please!

**Mr PATTERSON:** —and, in my discussions with the education minister, it is about ensuring that the students who attend or will attend Plympton will receive a fantastic education that sets them up for life. In speaking today, I seek to emphasise—



**Ms Stinson:** Yes, that our government invested in and your government won't!

**The SPEAKER:** Member for Badcoe, please!

**Mr PATTERSON:** —to my local community, and to the wider community, that I support the teaching and learning program at Plympton International and the school's vision to be a centre of excellence. I can see that transformation occurring. I urge those opposite to take the same approach. Reassure your communities that students in every public school will receive a fantastic education.

The principal has previously taken me on tours of the school. The school is holding an open day next Wednesday 27 March. I encourage all of you in this chamber and everyone in the community to attend.

### HAZARA COMMUNITY

**The Hon. A. PICCOLO (Light) (15:17):** The tragedy in Christchurch, New Zealand, last week highlighted a number of issues that we as a community, in Australia and across the globe, need to address. Firstly, it highlighted how much work the world community has to undertake if we are going to deal with political extremism in an effective way and, secondly, that extremism comes with many ugly faces. The event, as tragic and beyond belief as it was, brought to the fore the plight of refugees and the battles they face daily.

Despite the misinformation published by the popular media, the biggest group of people affected by the politicised and ideological version of Islam are Muslims themselves. While I do not wish in any way to diminish the suffering and pain experienced by non-Muslims by this version of Islam, across the world Muslims continue to wear the burden of this corrupted form of Islam. When you engage with members in our local communities and hear their stories, you soon learn about the continuing suffering experienced by Muslims around the world at the hands of this corrupted reading of the Koran.

Today, I would like to take a few moments to mention a group of refugees in our community whose families and friends still experience discrimination and violence by those who purport to do so in the name of Islam. Their purported adherence to Islam is no better than those who resort to violence and call themselves Christians. The Hazara people, numbering around 5,000 in South Australia, live predominantly north of the city, in the Riverland and around Naracoorte. Their community continues to suffer in their homeland of Afghanistan and in refugee communities in Pakistan, Iran and Yemen, among other countries.

The persecution of the Hazara people goes back to the late 1900s, when King Abdur Rahman Khan ordered the killing of all Hazara in central Afghanistan, causing waves of migration to Pakistan and Iran at the time. This kind of marginalisation of the Hazara people has never stopped; it continues to this day. Prior to this systematic persecution, the Hazara people constituted 90 per cent of the Afghan population. This has subsequently decreased to around 20 per cent today.

The Hazara were later discriminated against under the Taliban and were denied political, social, economic and religious rights. The Taliban consider Hazara and Shiites to be infidels. This persecution led to further Hazara migration from Afghanistan. The Hazara have migrated and continue to seek refuge in Australia and other Western countries to escape this ongoing persecution. The current Western-backed government in Kabul has unfortunately been incapable of stopping the ongoing persecution of the Hazara people.

The Hazara community in South Australia is hardworking and enterprising and makes significant contributions in both business and community life, particularly in sport. In fact, a young man in the northern suburbs who lives in the electorate of Taylor within the City of Playford was recently elected to that council. He was born in Afghanistan. The Hazara people quite rightly seek to be heard by Australian governments on the plight of their families in Afghanistan and elsewhere.

As a community, we should support their call. If we can learn one lesson from the tragedy of last Friday in Christchurch, it is that, when we turn a blind eye to injustice anywhere in the world we do an injustice to humanity everywhere. As I mentioned earlier, there are currently a little more than 5,000 Hazara living in South Australia. Many of them have businesses in retail, construction, and food and hospitality.

Many Hazara also work on farms and in abattoirs, etc., in rural areas, making significant and important economic, cultural and social contributions to those rural communities. On that note, I would like to commend the mayor of the Naracoorte council for her contribution in trying to get these communities to integrate. There are many Hazara families in South Australia who still have family members and relatives living in Afghanistan and Pakistan. In South Australia, they experience ongoing anxiety and stress as they fear for the lives of their loved ones.

Those families will work better if they are together in a peaceful environment. Our community would be enriched by their contributions in the same way that we have benefited from the contributions made by migrants in the past, such as my own family and many families from Italy, Greece and right across Europe and other parts of the world. We must not allow our migration and cultural policies to be dictated by ignorance and bigotry but rather by our faith in the goodness of humanity because, while we are all different, we are also all fundamentally the same.

### KING ELECTORATE

**Ms LUETHEN (King) (15:22):** Recently, I had the great pleasure of attending the Tea Tree Gully Volleyball Association's family fun day at Civic Park to commemorate the ongoing celebrations of the 40<sup>th</sup> anniversary of the association. This is one of the friendliest clubs. Everyone involved is passionate not only about volleyball but also about supporting and connecting together our community members. This was such a special family fun day event. The club's committee and its members were even kind enough to invite me out on the grass court to play with them, although I think they saw quite quickly that they were much more skilful than I.

The Tea Tree Gully Volleyball Association is based at the Golden Grove Recreation Centre in Golden Grove, just a stone's throw away from my office. I was blessed to be invited to say a few words and present a special 40<sup>th</sup> birthday present on the day. I was excited that 2018 Commonwealth Games beach volleyball gold medallist Chris McHugh was in attendance and allowed people to have a good look at the gold medal he had won, which my son loved wearing for a little while.

I would like to thank the entire Tea Tree Gully Volleyball Association committee for their wonderful work on the day. President Matt Lane, Chad Wherry, Matt Cook, Chris Sieben and the rest of the committee put in so much work to make the day a success, and I was just thrilled to be part of it. The Tea Tree Gully Volleyball Association provides a mixed social volleyball competition every Tuesday and Wednesday night in King. The association was established on 13 February 1978 thanks largely to the work of David O'Brien and Karl Richter. The association was officially opened on 31 March 1978 with an exhibition volleyball game to invite new players.

The club has played in a number of venues over the years, including Turrumurra and Burregah, before making a more permanent base at the larger Golden Grove Recreation Centre to accommodate the growth of the club. Over the past 10 years the Tea Tree Gully Volleyball Association has been sending teams to compete in annual regional tournaments and members have always enjoyed the opportunity to attend these trips, which give them a chance to mix with fellow volleyballers from around the state.

To celebrate the club's 40-year anniversary as an association, the committee also ran its own mixed social tournament last June long weekend and invited regional associations to participate to help celebrate the milestone. I attended this tournament and watched the fierce competition. There were 12 teams made up of players from Port Augusta, Port Lincoln, Roxby Downs, Port Pirie and Whyalla, along with five teams made up of players from our association, and what was great to see on the day was how players were lent to each other to make up the competition.

Afterwards, the club held a dinner for the competing players at our local village tavern on the Saturday night, with over 100 people in attendance. This gave everyone a chance to relax, mingle and discuss the fierce action of the day. Thank you to the Tea Tree Gully Volleyball Association for creating such an awesome and inclusive community. It has certainly been a time for celebration in King because in the same week one of my very special local constituents celebrated his 100<sup>th</sup> birthday.

I have spoken before in this place about the incredible life of One Tree Hill resident Fred Riley, but to be personally invited by Fred to celebrate his 100<sup>th</sup> birthday was extremely special. Mr Riley is a former World War II Spitfire pilot and has achieved so many great things across his

extremely illustrious career. Nowadays he is an energetic regular at the One Tree Hill Senior Citizens Club and famous locally for his scrumptious Anzac biscuits, which he bakes regularly to give away to his friends. In fact, his friends in the club created a framed congratulations letter to Fred for his birthday, which also proudly displays one of his Anzac biscuits.

Fred Riley is certainly an incredibly valued member of the One Tree Hill community. His family is extremely active in service to the community within the One Tree Hill Progress Association, with his son-in-law Ian as the president, and members meet regularly to discuss issues and opportunities impacting our local area. I attended the general meeting last week, where the committee was very focused on planning the next very special ANZAC Day dawn service event for One Tree Hill.

One of the best parts of my job as a local member is visiting community groups, attending celebrations in my electorate, meeting local volunteers and learning about our own local heroes and the amazing contributions of the people living in King.

### HARMONY DAY

**Ms WORTLEY (Torrens) (15:27):** Today is the 20<sup>th</sup> anniversary of Harmony Day, a day that also coincides with the United Nations International Day for the Elimination of Discrimination. Australia is a nation built on multiculturalism, from the world's oldest continuing culture of our First Australians, the Aboriginal and Torres Strait Islander peoples, to the cultures of our newest arrivals from around the world, and Harmony Day is a day for us to celebrate this cultural diversity.

It is a day to celebrate the benefits and the potential that cultural diversity brings, a day to celebrate and learn more about other cultures. To live harmoniously in Australia it is essential that we ensure that everyone is made to feel equal and involved and treated with fairness and respect. I strongly believe that equality, acceptance, inclusion and respect are values that together we need to continue to grow in our community, our parliaments, our councils, our schools, our sports clubs, our work places and our families. We can help progress this by the rejection of racism, the rejection of prejudice and the rejection of division in all these forums.

Today, on Harmony Day, I would like to pay tribute to a special person in our community who passed away suddenly on Tuesday 22 January 2019—Aunty Wendy, a proud Ngarrindjeri woman from Raukkan, a small Aboriginal community on the banks of Lake Alexandrina between the Murray River and the Coorong here in South Australia.

Aunty Wendy holds a special place in the hearts of many of the students and staff at Wandana Preschool and Primary School and the wider Aboriginal community in South Australia. Her contribution and support to the community will live on through the many stories and connections she shared with so many people—stories of the Aboriginal Dreamtime and the travels of her ancestors. In reflecting on how Aunty Wendy strived to educate and bring together our community to promote and celebrate our cultural backgrounds, I now share these words from Wandana Preschool and Primary School:

Aunty Wendy's involvement and support for the Wandana community came about because her daughter, Kathleen, was here for kindy and school for the last nine years. She has been an active member of the school for many years serving on the governing council, helping across the school in classrooms and the Aboriginal parent group, Nunga Pride.

She was very active in the kindy sharing stories about her life, Dreaming stories and helping with our fire pit activities. She made damper and lovely soups and stews for us all to share.

She was always ready with a hug, a bright smile and words of encouragement and advice for the Wandana students to focus on being successful at school.

Her warm loving energy was matched with her firmness and high expectations, which helped the kids and taught them to try hard at everything, do their very best and [to not] be shamed.

She gifted us all her knowledge about Aboriginal culture and gave our Aboriginal students a sense of pride. Her knowledge and love will be remembered and passed on for future generations.

In Ngarrindjeri way, when someone passes away it's a really sad time, but what we do is celebrate that person's life and all the wonderful connections they made with their family and friends.

We will miss Aunty Wendy very much.

Gone to walk with her ancestors.

Harmony Day has been celebrated in Australia for 20 years, and this year it is being celebrated throughout the week. Since Harmony Day began in 1991, more than 25,000 Harmony Day events have been held across country. As I do each year, tomorrow I will be attending a number of Harmony Day events at local primary schools in my electorate of Torrens, including parades, assemblies and picnics, as well as visiting classrooms, participating in special Harmony Day activities.

As a parent and former teacher, I feel strongly about educating on the value of understanding the continuing message of Harmony Day—that everyone belongs and that it is about community participation, inclusiveness, respect, belonging and celebrating diversity. Harmony Day is focused on encouraging tolerance and acceptance, respect of other cultures, languages, history and faith. Harmony Day represents the many different peoples who live in Australia and enrich our society.

### ROAD SAFETY

**Mr CREGAN (Kavel) (15:33):** I wish to raise in the house a number of important road safety issues in my community, and I want to inform members of the work I have done to date to progress and upgrade the Onkaparinga Valley Road/Nairne Road intersection at Woodside. The intersection is a busy one and forms part of the key freight route in a bustling town. Many cyclists use the nearby Amy Gillett Bikeway and pass in and around the town of Woodside. Notwithstanding the difficult budget position the state has inherited from Labor, I will continue to advocate for improvements to Hills roads, including this Woodside intersection, as other members will do in their electorates for their road projects.

Members will know that the state debt will peak at nearly \$16 billion—a huge burden for a state of only 1.7 million people. The state's interest bill will peak at nearly \$730 million. This is but one element of the mess we have inherited. During the state election campaign, I highlighted the Nairne Road/Onkaparinga Valley Road intersection as a key priority on the Nairne/Woodside road, having secured funding for the Nairne intersection to the south, at the intersection of Woodside/Nairne road and Old Princes Highway.

Since that time, I have doorknocked exclusively throughout the Onkaparinga Valley. Local residents have told me of their concerns regarding this intersection and the Nairne intersection. I have made numerous representations to the Minister for Transport to advocate for an upgraded intersection in Woodside. I have obtained a copy of the traffic management designs for the new supermarket development to occur at this junction. Let me assure members that I will continue to advocate for an upgraded Woodside intersection, as I have done since the campaign.

Members will also know that in the state budget up to \$5 million has been secured to upgrade the Woodside Road/Old Princes Highway intersection at Nairne, an intersection to which I have previously referred. This is an important upgrade. Funding is now secure, the first time to my knowledge it has ever been secure under any state government. The department is undertaking work on the Nairne intersection, including traffic assessments, engineering surveys and concept development for the upgrade, with the works to commence in 2019-20 in accordance with the state budget papers.

I have met the project team leaders and reviewed early concept plans. The project team will consult with the community on concept plans, and I understand that they are also planning to meet with members of the Nairne and District Residents' Association at my encouragement. Importantly, the previous government took, to my knowledge, not a single real step to plan for the Nairne intersection upgrade. The project is starting cold.

Members will also know that the state, through the Department of Planning, Transport and Infrastructure (DPTI), is widening the Inverbrackie Bridge and upgrading the Onkaparinga Valley Road/Riverview Road junction. The bridge is a vital part of a very busy road corridor, linking Lobethal and head of the valley communities to Woodside, Oakbank and Balhannah and providing access to Nairne via both Riverview Road and Woodside Road. To the south-west, the Onkaparinga Valley Road provides a link towards Bridgewater, Aldgate and Stirling, and to the city via the freeway at Verdun.

Many local residents, including me, regularly drive along the Onkaparinga Valley Road and use the Riverview Road intersection. It is a dangerous intersection, and I am pleased that DPTI has produced a functional road layout for the upgrade that will increase safety. The commonwealth government has also made available up to \$1 million for a traffic study to consider traffic movements in and around Hahndorf, and I have been a particularly strong advocate for that funding. I hope that the outcome of that study will provide a useful basis for further investment in the road network in my community.

Works on the Inverbrackie Bridge and Riverview Road junction have commenced and are expected to be completed by July, weather permitting. Those works include building a new bridge with wider structures, the installation of new guard rails and bridge barriers. My community has waited many years for the Inverbrackie Bridge and Riverview Road junction upgrade and for an upgrade to the Nairne intersection. I am delighted that both projects are proceeding. I want to reflect briefly on the state of country roads not just in the Hills.

After 16 years of substantial underinvestment by the former government, country roads in this state are in an appalling condition. Over time, I know that the new minister is working to improve Hills and country roads. It is a big task. As I said before in this place, a great deal has been left undone by the previous government. We are now playing catch-up, especially because the previous government rezoned a significant part of the Hills in and around Mount Barker for large-scale housing development in 2010.

It must be remembered that almost one in four South Australians lives in our regions, including the Hills; that number will grow. We need safe and efficient country roads.

#### *Bills*

### **RAIL SAFETY NATIONAL LAW (SOUTH AUSTRALIA) (MISCELLANEOUS NO 4) AMENDMENT BILL**

#### *Second Reading*

Adjourned debate on second reading (resumed on motion).

**Mr TRELOAR (Flinders) (15:39):** I rise today to take the opportunity to contribute to this very important bill. I note that many of the contributions thus far have been broad ranging. Mine also will be of that nature, given the announcement just a few weeks ago from Genesee & Wyoming that the rail service on Eyre Peninsula will cease to function and cease to provide a service after 31 March. In the first instance, I will talk about the bill at hand.

The Rail Safety National Law (South Australia) (Miscellaneous No 4) Amendment Bill 2019 amends the Rail Safety National Law (South Australia) Act 2012 by inserting new provisions relating to drug and alcohol testing, to provide an additional exception to release documents under the Freedom of Information Act 1991 and to implement routine amendments arising from the national law maintenance process.

In December 2009, the Council of Australian Governments agreed to implement a national single rail safety regulator and develop a rail safety national law that a regulator would administer. The Office of the National Rail Safety Regulator has an overarching function of working with rail transport operators, rail safety workers and others involved in railway operation to improve rail safety nationally. South Australia, as host jurisdiction, is responsible for the passage of the national law and any amendment bills through the South Australia parliament and for the making of regulations to support national law.

The national law came into operation on 20 January 2013 and was debated in this very house. This rail amendment bill is the fourth amendment package. When approving the national law in 2012, the council requested a review of the current drug and alcohol legislative requirements—hence today's debate—the scope of which the council approved in 2014. Section 127 of the national law governs the requirement for a rail safety worker to submit to a drug screening test, oral fluid analysis or blood test, or a combination of these. The rail amendment bill complements section 127 by including the ability to require urine testing as an alternative method of testing rail safety workers for drugs and alcohol.

The rail regulator has requested that, once passed by parliament, the rail amendment act will come into effect from 1 July 2019. The proposed amendments in the rail amendment bill were developed by the rail regulator in close consultation with the commonwealth, state and territory transport agencies and representatives of the Australasian Railway Association, Australian Local Government Association and the Rail, Tram and Bus Union. All those consulted support the amendments, hence the support for this particular amendment bill.

I now want to turn my comments to the rail system on Eyre Peninsula. I note the Minister for Transport and Infrastructure is sitting just in front of me, and we have had many conversations about this particular issue over the last six or even 12 months, dare I say. The Eyre Peninsula railway system is a system of transport that is very dear to my heart given that those of us on Eyre Peninsula have all grown up with the rail system functioning and providing a really important service to the residents of Eyre Peninsula.

My great-great-grandfather on my mother's side actually arrived in Cummins to work on the railways. His son, my great-grandfather, duly followed with his family, promptly had 11 children and settled in the area for the long term. It is interesting that so many families now residing on Eyre Peninsula originally had links with the railway system. The rail system is inextricably linked with the settlement and growth of Eyre Peninsula.

I assume an act of parliament decreed that a railway be built on Eyre Peninsula. It was begun in 1906. It extended north from Port Lincoln and arrived in Cummins in 1907, and the first train ran late in that same year. In the interim, it had taken a trainload of passengers for a picnic at the Warunda railway site, which would have been highly exciting. I have a photograph of that my office here in Parliament House. It ultimately reached Cummins in time to haul freight (wheat) to Port Lincoln from the 1907 harvest.

In 1909, it was extended to Yalata and over the following two decades extended from Yalata to Mount Hope, on to the port at Thevenard in the Far West of the state, out to Penong, which is even further west than Thevenard, and there was a branch line also from Cummins to Buckleboo. So it serviced the entire agricultural areas of Eyre Peninsula. There was even a spur line surveyed from Kielpa to Mangalo, which was not ever constructed but was certainly forecast at some point. It was built on the cheap. Even from the very early days, it tended to be built with second-hand materials. Initially, there was no ballast for the sleepers and rails. You can imagine what some of that heavy clay in that Cummins country would have done to the rails with no ballast in a wet year.

It was critical to the people of Eyre Peninsula. It provided a freight service, it carted produce up and back, it provided communication and it provided a passenger service to the residents of Eyre Peninsula. It was particularly important for the settlements. The train line actually grew along with the settlement of Eyre Peninsula and ultimately extended to Minnipa, where trains turned around. They went as far as Minnipa from Port Lincoln and from Thevenard, and each of those train services turned around in Minnipa and went on their return journey.

In the early days, a critically important task of the train service was to cart water across Eyre Peninsula. Of course, there was no reticulated service until late in the 1920s when the Tod River Reservoir was built and the reticulated scheme was extended from Eyre Peninsula. Up until that time, a big task of the train was to cart water to the settlements up and down the line for use in the towns but also as stock and surface water.

The rail service reached its maximum extent in the late 1920s. From then until the early 1950s, it operated at its maximum capacity. There were over 80 railway sidings up and down the railway line. Slowly, from the early 1950s onwards, they began to close. Things were beginning to change. Lots of changes were made over the life of the railway. They installed some ballast, which helped no end. There were far fewer derailments after the ballast was put in under the sleepers. Railcars came into being—there was a converted bus which provided a passenger service, rather than people actually riding in a carriage on the train.

There are many great stories that come from the years of rail. One of the more famous or prominent ones relates to this bill directly in that the railcar drivers were renowned for drinking on the job. They would leave Port Lincoln at the designated hour with a flagon of port stowed underneath

the seat, and they would sip away at it as they journeyed up to Buckleboo or Minnipa, or back the other way, or wherever they were going.

I am not suggesting that they were ever over the limit, but just occasionally, towards the end of the journey, they would miss a stop, much to the consternation of the passengers. In fact, I know that some of the passengers came to learn to drive these railcars and, should the designated railcar driver not be able to carry out his task, the passengers were well able to take control. That is just one of many wonderful stories that stem from the early days of rail.

Of course, steam trains were replaced by diesel electrics. I am old enough to just remember the last steam train in Cummins, which appeared in the 1960s. A big change came with the erection of around 25 silo complexes by SACBH during the late fifties, the early sixties and into the seventies. It meant that bulk deliveries of grain came into being and the wheat stacks disappeared. The wheat stacks existed on each and every siding up and down the railway line, and a whole culture and work ethic developed around these wheat stacks.

In fact, only today I was talking to two long-time residents of Eyre Peninsula. We were talking about one Pat Cronin, who lived in Cummins and actually has the world record for sewing bags: in excess of 700 in an eight-hour day. Can you believe that? The erection of the silos by SACBH introduced bulk handling. My father still believes that this was the greatest change ever to come to his farming career. No longer did they have to sew and lump bags—lump them many times, unload them from the header, drop them in the paddocks, sew them up, take them to the siding, stack them, load them onto the train and unload them again at the ports.

I remember when they removed the guard van from the end of the train. Of course, that meant the end of the van and the guards as well. It was all about efficiency. Even in those days, the drive was towards efficiency. We have seen that more and more lately. In the mid-2000s there was a significant investment of about \$39 million, some of which was contributed through a levy raised from farmers. All the grain growers on Eyre Peninsula were levied 50¢ a tonne up until \$2 million was raised.

Other contributions came from the state government and the federal government. Viterra, of course, had an interest and made an in-kind contribution. That in a way extended the life of the rail service for another decade or more, but at that same time the rail service was truncated at both Wudinna and Kimba, which meant that from Wudinna to Thevenard there was no longer a rail service and from Kimba to Buckleboo there was no longer a rail service. Already we were starting to see the shift from rail to road.

The line remained open from Wudinna to Thevenard in order to shuttle diesel engines up and down the line, because Genesee & Wyoming, who by that stage were the operators of the line, were still operating a run from Thevenard to the Kevin mine site west of Ceduna where three loads a day were coming into Thevenard from the gypsum mine at Penong and were loaded onboard ship at Thevenard: mostly coastal shipping and mostly to the east coast into the building industry.

Of late, we have seen a further drive towards efficiency. What I have noticed in recent years is that Genesee & Wyoming have been running just one train a day. Having said that, it is a long train. They generally run four engines and 60 carriages, so it certainly is a long train. To my mind, that is an efficient way to haul grain.

The pressures continued and the competitive pressures are coming from road transport. When I first started farming there was the much referred to seven tonne Bedford. That is what farmers had and that is what grain was transported in from farm to silo. Things have changed and we have seen the introduction of road trains. Road trains are commonplace now on Eyre Peninsula. There are B-doubles and B-triples are developing. The minister will know better than me how these are changing the freight task on Eyre Peninsula.

The flexibility that trucks are now giving the grain farmer and the storage and handler has really put pressure on the rail freight operator. This is a commercial decision. I do not want to pretend that anyone is particularly to blame for this. It is just how the freight task has evolved unfortunately. Sadly, in my eyes, the rail operation has come under competitive pressure and is no longer able to continue.

In recent times there has been a contract in place between Viterra, who is the storage and handler, and Genesee & Wyoming. Genesee & Wyoming are in the unenviable position of having just one customer, that being Viterra. In a way, Viterra held many of the cards in their hands and saw the opportunity to reduce some of their freight costs and shift things to road. I guess what I am saying is that it has been brewing for a while. It is a sad day. It is an unfortunate day, but in some ways it is no surprise.

Unfortunately, 33 jobs will be lost in Port Lincoln, almost solely those who work on the railway line, either drivers or maintenance gangs. I have spoken to a couple of the drivers and they are pleased really in some ways that the announcement has finally been made and they know full well what their future is. Many have taken packages or have taken up relocation options and some have other things to do.

One of the challenges that will arise as a result of this closure is that there will be more trucks on the road, primarily on state roads, on our arterial roads: the Flinders Highway, the Tod Highway and the Lincoln Highway, because all those roads funnel into Port Lincoln. Despite the fact that there are other port proposals at hand, the grain is still exported both from Port Lincoln and Thevenard. Make no mistake—the grain will still get to port; it will just get there in a different fashion now and arrive by truck.

There will be pressure on the roads. There will be pressure on those arterial roads that are heading towards both Thevenard and Port Lincoln. Unfortunately, because of the geography of Port Lincoln, much of that truck traffic will be directed through downtown Port Lincoln. There is little way around that. Lots of ideas are being tossed around—perhaps even using the existing freight corridor that is occupied by the rail line to transport those trucks from the west into the silo complex at Port Lincoln—but let's see how that unfolds. There will be much discussion about that.

I have to remind people that 60 to 70 per cent of the Eyre Peninsula grain crop is already transported by road, so even though there will be up to three-quarters of a million extra tonnes on the road as a result of the ending of this contract and the addition of a number of trucks, only an extra 30 per cent of the grain crop will be going on the road.

It will be imperative that money is spent on our state roads particularly. I have mentioned the Tod, Lincoln and Flinders highways. They will bear the brunt of this freight task. Ultimately, the City of Port Lincoln will have to handle a number of extra trucks up and down Liverpool Street and, more particularly, through Western Approach Road and Mortlock Terrace. Let's see how that goes. I am still hopeful that negotiations will prove fruitful with both the state and federal governments in relation to funding for our roads.

With the few minutes I have remaining, I would particularly like to mention two things. The first is the DPTI freight study that was undertaken by the previous state government.

**The Hon. S.K. Knoll:** Do you want to see it?

**Mr TRELOAR:** I would love to see it, minister. A lot of people would. My comments are around the fact that we have not yet, as stakeholders, been able to see it. I am sure there are good reasons for that.

**Mr Brown:** There's a minister there—ask him.

**Mr TRELOAR:** Don't worry, member for Playford. We have had those discussions and I am sure there are good reasons, but I would remind the minister that there are many stakeholders in this, not the least being the residents of Eyre Peninsula, the districts councils and the city council of Port Lincoln, and they are looking forward with much anticipation to seeing what is in that report.

Finally, I would like to mention the Eyre Peninsula Railway Preservation Society, ably led by Peter Knife, who is an absolutely passionate railway buff—is there any other sort, I wonder? The first time I met Peter, I was stopped on the railway crossing at Edillilie, crossing to my place, and there was this fellow taking photographs. I had no idea who he was, but I was intrigued because I did not know him. He was taking photographs of the trains coming through Edillilie. I introduced myself and he introduced himself to me.



He was a resident of New South Wales, but has a particular passion for the Eyre Peninsula rail system, so much so that he has an exact replica of the Minnipa rail siding complex in his garage. It is an extraordinary thing to see, if anyone is in Port Lincoln. Peter has come to live in Port Lincoln now and is heading up the Eyre Peninsula Railway Preservation Society. He has also written and produced three magnificent volumes of the history of Eyre Peninsula. I am going to lend one to the member for Narungga because I can see he is interested and would love to read it.

I inform the house that I, too, am a fan of rail. My compliments go to Peter and his work and also the Eyre Peninsula Railway Preservation Society because they are passionate. They will have an even greater task now. They are resident within the old Port Lincoln railway station. One of their big asks is that they are able to remain there, so that is a negotiation that will be going on. It is a really important job that they do and it will probably become even more important now.

**Mr ELLIS (Narungga) (15:59):** I intend to make just a short contribution on the bill. I feel that the contents of the bill have been covered reasonably well by previous speakers. Indeed, probably the majority of rail transport in this state has been covered reasonably well by previous speakers. However, I felt compelled to stand up and make a short contribution because the electorate of Narungga was the home of the first ever silo receival site by rail, as I have been reliably informed by the member for Flinders. I have since googled that and had it confirmed, and I found it in the *Hansard* record, of all places, of a previous speech the member for Flinders made in this place. This no doubt means that it is incredibly accurate and reliable.

The town of Nantawarra is also where my trainee comes from. She recently started working in my office and is doing a fantastic job. She confirms the silos are still alive and well and acting in that capacity. As the electorate that boasts the first ever silo receival site in the state of South Australia, built by the South Australian cooperative—

**Mr Treloar:** Bulk handling.

**Mr ELLIS:** —'bulk handling' were the words I was looking for—company, it is pleasing to make a contribution on this important bill. The Rail Safety National Law (South Australia) (Miscellaneous No 4) Amendment Bill 2019 amends the Rail Safety National Law (South Australia) Act 2012 by inserting new provisions relating to drug and alcohol testing to provide an additional exception to release documents under the Freedom of Information Act 1991 and to implement routine amendments arising from the national law maintenance process.

In December 2009, the Council of Australian Governments agreed to implement a national single rail safety regulator and develop a rail safety national law, which would be administered by that regulator. The National Transport Commission was tasked with developing the national law, and the now Transport and Infrastructure Council was responsible for its approval. The Office of the National Rail Safety Regulator (the rail regulator) has an overarching function of working with rail transport operators, rail safety workers and others involved in railway operation to improve rail safety nationally.

It is pleasing that we are the jurisdiction leading the way nationally in rail safety and making it a safer prospect for passengers, innocent bystanders who use the road and all others associated with the rail network. I commend this government and the previous government in working towards that goal to lead the way in the national implementation of these laws. As the body of the bill has been thoroughly gone over, I want to touch on how it will affect the electorate of Narungga, that is, its impact on the Bowmans Rail intermodal.

I am led to believe that the Bowmans Rail intermodal is one of Australia's largest regional inland ports and a hive of activity. Bowmans is located north of Balaklava, and I would like to provide this house with some facts about its contribution to South Australia. Bowmans Rail employs more than 100 jobs on site, and the investment of \$70 million since 2000 was supported by a state government Regional Development Fund grant. It helps with export sales, as export sales carried by rail to port by Bowmans are roughly \$160 million annually.

They have the capacity to handle quite a bit of product. They specifically work in grain and mineral transportation, and they are a great link for regional businesses to the international market. They are based at Bowmans, where there is the Balco hay receival site. By way of a time line to

chronicle the extraordinary rise of industry near Bowmans, the hay and grain site was only established in 2000 and the intermodal terminal was established in 2003, with the first hardstand area of 30,000 square metres.

The rail service also began in 2003; by 2008 there was a hardstand expansion and, in 2012, 600 hectares were zoned industrial at the Bowman site. So in only 12 years it had gone from being established to being extended to 600 hectares. In 2013, road train access was gazetted, and Toll and AMG became shareholders in the intermodal. Further expansion was required, and in 2016 it was expanded to 40,000 square metres. In 2016, Bowmans Intermodal changed its name to Bowmans Rail to more accurately reflect the future direction of the business.

Bowmans Rail is a large employer in the electorate of Narungga, and the company does a great job of delivering a large quantity of export sales to the market—importantly, the international market—to get our products out to the world stage. I thought I would touch briefly on Bowmans Rail's bullish attitude towards rail freight in itself, which might be a good sign for these rules going into the future to make sure that safety is carried forward.

Research carried out by Deloitte Access Economics for the Australasian Railways Association in November 2017 foreshadowed an 88 per cent increase in road freight kilometres by 2050 and about 2.5 million more trucks and light commercial vehicles on the road during that same period. At the same time, that report predicted that private vehicle travel is estimated to increase by 40 per cent and congestion by an even greater amount. Bowmans Rail argues that greater use of rail to replace these truck movements will dramatically reduce congestion in our cities and on our country roads.

The value of this has already been demonstrated by the Bowmans intermodal near Port Augusta, where there is community opposition to large trucks in urban areas. Helping get that freight off the road and into the rail system eases traffic congestion. That same research found that road travel is responsible for eight times more accident costs per kilometre than rail. The increased safety measures that we find in this new national law will help widen that gap further to make rail even safer than the road.

It also found that road freight crash costs are estimated to be 14 times more per tonne kilometre than rail. Bowmans Rail alleges that it is clearly a much safer prospect to travel by rail than road, and that bodes well for the future, especially with the improvements made in this bill. They also claim that the rail system can be a lot better for the environment. They say that road freight produces 16 times as much carbon pollution as rail freight per tonne kilometre, and one freight train can replace 110 trucks on the road. So there are benefits for the environment as well as for safety and reduced congestion.

Having visited Bowmans Rail, I know that they already have a busy workload, but they are looking to expand further to continue to get products out to the international market. This year, a lot of grain from the western part of Yorke Peninsula went to Bowmans for distribution to the Eastern States, such was the demand for it there. They want to continue to expand and provide further benefits to a wider range of customers in the future. I know that Balco and AGT, who share the site at the Bowmans area, the acreage that we have already referred to, are appreciative of the service they offer; indeed, their contribution is reflected in the Bowmans Rail logo, for those who are interested.

I acknowledge the significant impact that the bill will have on the electorate of Narungga. It will increase safety for the wide range of people who work at the Bowmans site and at that rail service. I commend the minister for leading the way nationally, with South Australia becoming the lead jurisdiction on this bill. I will not touch further on the bill after having heard a great deal about it already, but I thought that I would make these brief comments about the benefits we are likely to see and the benefits rail might hold more widely. With that, I commend the amendment bill to the house.

**Mr MURRAY (Davenport) (16:08):** I, too, rise to speak to the Rail Safety National Law (South Australia) (Miscellaneous No 4) Amendment Bill 2019. Unlike the member for Narungga, I will traverse some of the pertinent parts of the legislation. The opportunity to talk about what constitutes a urine test, in particular, is something I find irresistible, notwithstanding that lots of other people have doubtless covered this already.

The bill covers drug and alcohol testing. It enables exceptions to release documents under the Freedom of Information Act, and it also implements some notionally routine amendments to the national law. Before traversing those points, it is also irresistible from my perspective to consider the impact that this bill will have on the seat of Davenport. The answer is absolutely zero.

*Members interjecting:*

**Mr MURRAY:** The member for Finnis has played the game rope-a-dope style and said, 'Until you get a train,' and we will be getting a train. I am delighted at the prospect and, in particular, look forward to the actuality of the Flinders railway station, currently under construction as part of the massive Darlington works. As a direct result the seat of Davenport will once again have a train station and, in this particular case, not just any train station but a station that will be the hub of the Flinders precinct.

Flinders University has had research conducted—I think Deloitte conducted the research for it—and anticipates somewhere in the vicinity of \$2 billion worth of value being attracted to that precinct by way of investments in accommodation, hotels and the like. That rail hub will have a tremendous impact not just for Flinders but also for the whole of the electorate I represent.

By way of a history lesson—and there have been a few today—there was, in fact, a Happy Valley railway station, people may be interested to know. If you live in the south and, in particular, in the seat of Davenport, it is my strong contention that Davenport is extremely poorly served by public transport. The people of the area in which I live have extraordinarily poor public transport options and, as a result of that, most of them elect to drive, with the consequent loads on the local roads not to mention the expense, aggravation, etc. Happy Valley had a train station that opened in 1915 and closed in 1969. It was part of the Hallett Cove to Willunga line, which traversed from Hallett Cove down through Happy Valley and McLaren Vale all the way to Willunga.

As I said, in my view and in the view of many people in the area, the electorate of Davenport is poorly served. The Flinders rail station will provide not just an opportunity for students and other users of the Flinders precinct to travel anywhere from Adelaide down through southern Adelaide to Flinders but it will also potentially provide the people of the southern suburbs with a hub that will, provided the appropriate infrastructure is in place by way of bus services and their interchange with the railway station, have an enormous transformative impact.

The practical reality is that if you are a public transport user leaving from, and I hesitate to use the words 'station' or 'terminus' because it is simply a glorified bus stop, the park-and-ride in Aberfoyle Park, for example, depending on what time of the day you leave and whether or not you use an express service, you are condemned to a trip that will, in a roundabout way, take well in excess of an hour.

**Mr ODENWALDER:** Mr Acting Speaker, I draw your attention to the state of the house.

*A quorum having been formed:*

**Mr MURRAY:** I thank the member for Elizabeth for ensuring the house has a quorum and, as a result, as many people as possible are present in person to hear me elucidate the public transport woes of the southern seat of Davenport and how they will be changed by the advent of a train which, to quote the member for Finnis just now, is not far off in Davenport, but there again it does not have to be.

As I was saying before I was rudely interrupted, the practical reality for public transport users in my seat is that in order to get to the city centre, either for employment or for study purposes, they are more often than not sentenced to use bus services which take well in excess of an hour. The difference, however, is that with the advent of the Flinders railway station, travel times from Flinders to the city of 30 minutes, or in fact less than 30 minutes, are not an unreasonable expectation given that it is a further 900 metres further north on the line. When one rides on a train from Tonsley into the city, that usually takes 18 to 19 minutes.

The practical reality is that buses are scheduled from Aberfoyle Park to Flinders to travel anywhere from 12 to 13 minutes. A bus service connecting my constituents in the south with the Flinders railway station, once it is in the seat of Davenport and installed at Flinders, should as a

practical measure enable people from the south to travel to the city in roughly 30 minutes thereby cutting in half the travel time not to mention removing cars from the road and buses from Flinders north into the city itself. This is a practical reality, a practical outcome, which will be possible as a result of the advent of rail coming back to the seat of Davenport.

Once the rail station is open, concurrent with that is the need, for a variety of reasons, for additional park-and-ride facilities in and around the southern area. I am on record and delighted to again take this opportunity to further reiterate the need for more park-and-ride facilities in the southern parts of Adelaide and in particular in my electorate. The member for Kavel, by way of example, if my recollection serves me correctly, rejoices in there being in excess of some 700 park-and-ride parking spots in Mount Barker.

**Mr Teague:** If only we could be so fortunate.

**Mr MURRAY:** 'If only we could be so fortunate,' the member for Heysen so eloquently mentions in an aside. Whilst I am delighted for the people in the northern parts of Adelaide—in particular in and around Tea Tree Gully—given the hundreds and hundreds (and in some cases thousands) of park-and-ride spots being constructed for them, I would make the point that at a similar distance south of the city of Adelaide, in and around my electorate, some 20-odd kilometres south of the CBD, I rejoice in sharing some 196 park-and-ride spots at two facilities. One is wholly in the seat of Davenport and the other is on the border of the seats of Hurtle Vale and Black.

There are, to put it bluntly, far too few park-and-ride facilities in the south, and we therefore cannot be surprised when patronage of public transport options in the south are less than what is desirable or optimal given particularly the increasing cost of fuel, registration, etc. It is a major issue for people in the south. The advent of rail in the seat of Davenport by virtue of the Flinders railway station being open should enable the provision of cheap park-and-ride facilities in land which is already vacant in and around those electorates and those areas, as well as a hub-and-spoke approach to providing public transport not just to the CBD area but equally to the Flinders precinct as a destination, or indeed the Marion Shopping Centre.

The proposition that I have advanced in the past and will continue to advance with the minister, and indeed with any potential stakeholders and/or people who have some interest in the matter, is that there should be literally hundreds more park-and-ride spots in and around the Windebanks Road area of my electorate, in and around Flagstaff Hill, and additionally off further to the east at a former dump area just off Shepherds Hill Road; and, indeed, there are additional capabilities with land that is proximate to Glenthorne National Park.

These park-and-ride areas, were they to be implemented, should provide readily accessible, cheap and plentiful car parking options where they are served by small bus services running on a frequent basis dropping patrons to the Flinders rail—or to the Flinders precinct. If they wish to conduct business at Flinders, or to study, to seek medical attention, etc., they can. Should they wish to proceed by train to the city for work, study or other reasons they can, or they can indeed be transported back via loop through the Marion Shopping Centre precinct.

This is a reality, and in all seriousness it is high time. In that context, it is great to have the prospect at hand of having rail transfer and all the advantages that it brings become a reality in my part of the southern parts of Adelaide, which I unashamedly propagate the view are poorly served by public transport. It must be said that I expect it is less deliberately as opposed to simply being overlooked, but my intention is to advocate aggressively for a change in that given the opportunity that the Flinders railway station will provide to the area.

I touched briefly on the prerequisite that, for this to be successful, proper integration is needed of that rail station with bus services. Now, that seems a self-evident proposition, but the practical reality is that that may not necessarily be the case. There are lots of moving parts, if I can put it that way. Lots of government departments and lots of entities are involved. The practical reality is that, for this to work and for reasonable public transport options to be finally delivered to the people in my electorate in particular but in neighbouring electorates as well, there has to be consideration for the integration of the bus services with the rail hub at Flinders.

I urge all the ministers and the departments involved who have been working on this to make it a reality, to keep up the good work and to ensure that we have a practical and workable solution

that is robust enough to not only serve the immediate needs of the area in particular but also—as we all hope patronage levels increase in concert with or as a result of the increased amenity—effectively halve the transport time taken to get into the city.

As patronage rates increase and therefore the rate of passenger take-up for the area increases, we need to ensure we have adequate infrastructure in and around that railway station. As I said, it seems and sounds self-evident, but the practical realities are that there are inevitable temptations to scrimp on that. Some of the planning documents I have seen, particularly in my work on the Public Works Committee, are somewhat underwhelming to say the least, with people being dropped off on or around the side of South Road and expected to traipse some 400 metres to the railway station. I think it would be scandalously stupid if we were to implement that, to state it mildly, but it would also, as a result, be a self-fulfilling prophecy in that we would have very few people using it.

It is great news that rail is returning to Davenport; the practical reality is that we need to ensure that we provide the appropriate levels of infrastructure to support the use of rail, otherwise we will end up with the situation that we had in 1969, where the railway station was closed, the rail line itself was torn up (in 1972), and we now have an extensive walking trail and/or bike trail all the way from Hallett Cove and, in particular, from Happy Valley down through Reynella, as far as Willunga.

To reiterate, the prerequisites are that we must make it as attractive and as easy as possible for people to use rail transport—in this case, the railway station in Flinders. In order to do that, by far and away the best bet and the easiest methodology is to provide many more park-and-ride facilities where the local population can easily access them and where there is the added advantage of being built on land that is already vacant by virtue of the fact the land is under high tension powerlines or is the site of a former dump, etc. There are options to facilitate the sort of take-up I have described and it is important for the future of public transport that those options are explored.

I should point out that another impact of that type of investment will not just be the use by the resident community of the southern parts of Adelaide, and in particular the constituents I have in the seat of Davenport, of the rail system to go out and do business in the Adelaide CBD or indeed at places en route from Flinders to the CBD, but, of course, it will also provide our area with the capacity to service incoming visitors to the area, which is not an unreasonable prospect given the advent of the investment in Glenthorne National Park. Glenthorne Farm is a reality today. As a government, we went to the election last year promising to bring about the reality of South Australia's second national park and I am delighted to reiterate in this context that that is a reality.

The practicality of the enhanced use of rail transport into the seat of Davenport, in particular through the advent of the Flinders rail station and the hub-and-spoke approach I have talked about, is that that then provides a ready-made means whereby visitors to Glenthorne can very easily traverse the area using public transport. Failing that, the only practical options are, in particular, the use of a motor vehicle, which in many respects runs counter to the objective that we have in re-establishing a pristine or semi-pristine environment in Glenthorne itself.

I regret that I did not have time to cover off the rail amendment bill's urine test provisions; nonetheless, I have been delighted to have the opportunity to talk about the return of rail to Davenport.

**The Hon. T.J. WHETSTONE (Chaffey—Minister for Primary Industries and Regional Development) (16:30):** I rise to speak on the Rail Safety National Law (South Australia) (Miscellaneous No. 4) Amendment Bill 2019, which amends the Rail Safety National Law by inserting new provisions relating to drug and alcohol testing to provide an additional exception to release documents under the Freedom of Information Act and to implement routine amendments arising from national law.

The discussion around the bill has been that in December 2009 the Council of Australian Governments agreed to implement a national single rail safety regulator and develop a rail safety national law, which a regulator would administer. The National Transport Commission was tasked with developing the national law, and the Transport and Infrastructure Council is responsible for approving the national law. The Office of the National Rail Safety Regulator has the overarching

function of working with rail transport operators, rail safety workers and others involved in railway operation to improve rail safety nationally. It promotes safety and safety improvement as a fundamental objective in the delivery of rail transport in Australia.

South Australia, as the host jurisdiction, is responsible for the passage of the national law and any amendment bills through the South Australian parliament, as well as for the making of regulations to support the national law. Once commenced in South Australia, each participating jurisdiction has an application act that automatically adopts the national law and subsequent amendments into its own legislation.

In Western Australia, their parliament needs to first consider all amendments to the national law before they can be adopted. The national law came into operation on 20 January 2013, and the attached rail amendment bill is the fourth amendment package. The bill was drafted by the South Australian Office of Parliamentary Counsel on behalf of the national Parliamentary Counsel's Committee.

When we were adopting the national law in 2012, the council requested a review of the current drug and alcohol legislative requirements, the scope of which the council approved in 2014. Section 127 of the national law governs the requirement for a rail safety worker to submit to a drug screening test, oral fluid analysis or blood tests, or a combination of these. The rail amendment bill complements section 127 by including the ability to require urine testing as an alternative method of testing rail safety workers for drugs and alcohol.

The rail amendment bill amends the national law by defining what constitutes a urine test. It includes a urine test as a method of testing and inserts a requirement for a rail transport operator to do all that is reasonably possible to facilitate an authorised officer in exercising drug and alcohol testing powers. It prescribes offences and penalties for hindering, obstructing, assaulting, threatening or intimidating an authorised person and for interfering with, tampering or destroying a urine, oral fluid or blood sample. It ensures that a urine test, together with the existing oral fluid and blood tests, cannot be used for any other purpose.

If we look at freedom of information under section 263 of the national law, it prescribes acts, including the FOI Act, that apply as laws of a participating jurisdiction for the purposes of the national law. Over the past five years, the rail regulator has encountered a number of instances where the interpretation of the FOI Act has been very complex—as it is—or contrary to the intention of the national law and requires further clarification. The operation of the national law is routinely monitored by the NTC, the rail regulator and the jurisdictions to ensure its effectiveness and identify the need for any other minor administrative amendment that may be required to better facilitate the operation of the national law.

As part of the process, the rail amendment bill contains the following routine amendments: the ability to allow a rail regulator to access the use of private sector auditing, amending definitions of section 4 of the level crossing and rail or road crossing and deleting the definition of railway crossing; the creation of penalties for the public road managers who fail in their risk management duties at road or rail crossings; and substitution of the deleted railway crossing at level crossings in section 200.

While the legalities are there, I want to touch on the fact that over a number of years, sadly, here in South Australia we have seen the demise of rail. The electorate of Chaffey was once a proud rail community, and once upon a time, particularly in the Mallee, we had large communities that survived with the rail towns that were brought together to build the rail. I know that some of my small communities had populations of 300 and 400 people while the rail was being built. Sadly, they are gone. Those communities have disappeared, just as the rail has in the Mallee. The rail, particularly from Tookayerta just out of Loxton down to Taillem Bend, has ceased operation.

Back in 2014, we saw one customer, Viterra, decide that they were not going to put grain on rail anymore. It had become inefficient and uneconomical for that grain to be put into wagons out of Tookayerta and head down to Taillem Bend because the rail line and the infrastructure had got to a point where the use-by date had come and gone. There were restrictions, particularly on speed, heat and load capacity. We know that when moving bulk commodities it is about how much grain can be

put into wagons to find efficiencies, making sure that if we are looking for efficiencies they not only help our growers and communities survive but also take the pressure off our roads.

We saw the demise of the rail line from Pinnaroo down to Tailem Bend. Sadly, those two Mallee rail lines took a huge amount of pressure off our highways. Now Genesee & Wyoming Australia have not been able to secure an ongoing contract with Viterra to keep those lines open, and all that grain is now being transported by road, putting more and more pressure on roads. The Tod Highway and the Karoonda Highway were built for eight-tonne Bedford trucks. They were not built for 62½ tonne B-double trucks and they were not built for the amount of grain that we see rolling up and down the highways.

Little grain goes upstate through the Mallee; most of it heads out of the Mallee down to the large receivals, whether at the port of Adelaide, Outer Harbor, Roseworthy or Tailem Bend. The larger receival depots are now using the roads as their cash cow. Rail has seen a demise, and we are seeing it now. It is almost like a cancer, and it is spreading over to Eyre Peninsula. Sadly, the only customer, Viterra, in association with Genesee & Wyoming Australia, is putting that grain on road.

The Minister for Transport and Infrastructure has a massive job in front of him to undertake audits on where to spend money on upgrading our highways to make sure that our roads are safe and have the capacity for those larger trucks to get the grain into receival depots and to get the grain into ports and into ships and to get it to our export destinations. Grain is one of our largest export commodities. It is vital that we have efficiencies within the logistics of getting that grain to its destination.

As I said, many of the highways in the Mallee were built for Bedford trucks. What we have seen over a number of years is that the only maintenance upgrades to those roads have been some shoulder sealing. Ironically, when the previous government came in, we saw the reopening of the zircon mine at Mindarie. We saw all the pomp and ceremony.

The then premier and energy and mining minister came up for photos. They said that they were going to rebuild the roads and put larger shoulders on them to make sure that they had the capacity to take the zircon out of the Mallee and down to port. Sadly, we only saw a small amount of shoulder sealing. We saw no significant amount of road upgrades, except for a small amount south of Wynarka. It was a token gesture of upgrading roads. What we see now, particularly in the Mallee, are an estimated 6,250 extra truck movements down there to move the grain.

I am sure that if we look across the gulf to Eyre Peninsula, we will see the extra pressure that the cessation of rail is going to put on those roads. The Minister for Transport has a massive job to undertake now to make sure that those roads are capable. It is reported that there could be up to 30,000 extra truckloads, or extra truck movements, on those highways, particularly the Tod Highway. As part of a responsible government, I think that the minister already has a robust regional road plan in place. I know that he is spending money on a number of commercial road tracks that are used for commercial delivery of grain in particular.

There are some larger commodities that we are seeing come out of Eyre Peninsula. We see all our livestock and all our seafood on trucks. A lot of our commodities come out of Eyre Peninsula, just like they do now from Yorke Peninsula. But I think what we are seeing now are commodity sectors growing as they never have before, such as red meat, livestock and broadacre horticulture. We are seeing the wine industry growing. The value and tonnages are increasing significantly on an annual basis.

All these commodities, all these products, whether they are raw products or value-add, are on trucks now. They are all on the road. Not only are they putting more pressure on our roads but they are creating some level of uncertainty for some of those roads, and so I am sure that you will see the maintenance program rolled out. Most people would take note that the RAA has just made a prediction of the amount of money that they would like to see a federal government put into regional roads in South Australia: it is over \$7 billion.

Sadly, the previous government did not understand what a regional road was. I know that the then minister for transport came out to the Riverland as part of a country cabinet. It was one of

the very few trips out of the city for him. What he encountered was the Karoonda Highway and he was shocked. When he got to Loxton that night in his chauffeur-driven limousine, he had almost chipped his teeth as the road was so rough. We saw that he realised just how poor some of the regional roads were—the Karoonda Highway being one of them—so, after a visit to the dentist where he got his teeth fixed, he decided that he would put some money into shoulder sealing. That was some welcome relief, but it was not enough.

We need to understand that it is critical that regional roads—those commercial highways for getting our bulk commodities to port, market, processing plants or receival depots—have a focus put on them not just by the state government but by the federal government, too. We know how we can leverage money from a federal government. The current Minister for Transport and Infrastructure has done an outstanding job leveraging money out of the federal government, particularly for our regional road upgrades, and I hope he continues to be able to do that.

I live in the regions and experience those roads on a day-to-day basis. I live on a federal highway, and the number of trucks is increasing. Those trucks have gone from conventional semitrailers with a 24-tonne load. They moved up to 40-odd tonne B-doubles, and we have seen an increase to 62.5-tonne road trains that are now on our highways. Initially, that was to reduce the number of truck movements, but farmers are becoming bigger, better and smarter. They are producing more, particularly with livestock and rotations in the grain sector. They are now growing more and producing more, and needing more inputs, and we are seeing more pressure put on those roads.

Sadly, for the benefit of rail, in the Mallee it has been and gone. If we look across to Eyre Peninsula, it has been and it is going. Other states have reinvested in their rail, and I think it is too late. As an incoming government, we have looked far and wide, and it is something that almost cannot be resurrected. If we are going to utilise rail, we need to make sure that it is maintained and that there is a competitor to ensure that it is cost competitive. This is to keep the lessees of our train infrastructure on their toes so that they continue to upgrade that infrastructure.

This amendment bill should be supported. I am sure that everyone in this chamber will work together to make sure that the amendments are supported and move swiftly through the parliament.

**The Hon. S.K. KNOLL (Schubert—Minister for Transport, Infrastructure and Local Government, Minister for Planning) (16:47):** I would like to thank all members who made a contribution to this bill on both sides of this chamber, especially those who have given us a sterling history of what rail has meant to South Australia. As the minister in this area, I know there are a number of passionate advocates for rail across our state. Those people would at times like the government to be doing more than we are, especially around passenger services and freight tasks.

We see a future for rail in South Australia, but it has to stack up. We need to make sure that we are doing everything we can so that our bulk commodity producers and extractors get their products where they need to go as quickly, efficiently and cost-effectively as possible. We know that will make a difference to their bottom line and will also help to grow the regions within our beautiful state. With that, I would like to thank everybody for their contribution and I look forward to the speedy passage of all stages of the bill this afternoon.

Bill read a second time.

*Committee Stage*

In committee.

Clause 1.

**The Hon. S.K. KNOLL:** I move:

Amendment No 1 [TransInfrLocalGov-1]—

Page 2, line 5—Delete 'No 4'

This amendment is moved because 'No 4' refers to this being the fourth package of amendment legislation on the Rail Safety National Law. We have a new parliament so all that came before 17 March last year has entered the ether and we need to start again. As such, 'No 4' gets the chop.



Amendment carried; clause as amended passed.

Remaining clauses (2 to 13) and title passed.

Bill reported with amendment.

*Third Reading*

**The Hon. S.K. KNOLL (Schubert—Minister for Transport, Infrastructure and Local Government, Minister for Planning) (16:50):** I move:

That this bill be now read a third time.

Bill read a third time and passed.

**CONSTRUCTION INDUSTRY TRAINING FUND (BOARD) AMENDMENT BILL**

*Final Stages*

The Legislative Council agreed to the bill with the amendments indicated by the following schedule, to which amendments the Legislative Council desires the concurrence of the House of Assembly:

No. 1. Clause 4, page 3, after line 2—After inserted subsection (1) insert:

- (1aa) The Minister must, in nominating persons under subsection (1)(b) for appointment to the Board, seek to ensure that—
  - (a) at least 1 person is nominated to represent the interests of employers in the building and construction industry; and
  - (b) at least 1 person is nominated to represent the interests of employees in the building and construction industry.

No. 2. Clause 4, page 3, after line 2—After inserted subsection (1) insert:

- (1ab) The Minister must, before nominating a person for appointment to the Board under subsection (1)(b) or (c), consult with the presiding member of the Board (unless the office of presiding member is vacant).

No. 3. Clause 4, page 3, after line 14—Clause 4, after its present contents (now to be designated as subclause (1)) insert:

- (2) Section 5—after subsection (6) insert:
  - (6a) However, if—
    - (a) the office of a member of the Board becomes vacant before the expiry of the term of appointment specified in the member's instrument of appointment; and
    - (b) a person had been appointed to be the deputy of that member, the person who had been appointed to be the deputy of the member may act as a member of the Board in respect of the vacant office—
    - (c) for the balance of the term of appointment referred to in paragraph (a); or
    - (d) until a person is appointed to the vacant office under this section, whichever first occurs (and a reference in this Act to a member of the Board will be taken to include, unless the contrary intention appears, a reference to a person acting as a member under this subsection).

No. 4. Clause 6, page 3, after line 28—Clause 6, after its present contents (now to be designated as subclause (1)) insert:

- (2) Section 10—after its present contents (now to be designated as subsection (1)) insert:
  - (2) The allowances and expenses for each member of the Board approved by the Minister under subsection (1) must—
    - (a) be included in the annual report of the Board prepared under section 17; and
    - (b) be published on a website maintained by the Board to which the public has access free of charge.

No. 5. New clause, page 3, after line 28—After clause 6 insert:

6A—Insertion of section 17A

After section 17 insert:

17A—Reports to Minister

If the Minister requests the Board, by written notice, to provide the Minister with a report relating to any matter relevant to the operation of the Board and this Act specified in the notice, the Board must comply with the request and provide a report to the Minister within the period stated in the notice.

No. 6. New clause, page 3, after line 32—After clause 7 insert:

7A—Substitution of section 38

Section 38—delete the section and substitute:

38—Review of amendments to Act by Construction Industry Training Fund (Board) Amendment Act 2018

- (1) The Minister must, as soon as practicable after the third anniversary of the commencement of the *Construction Industry Training Fund (Board) Amendment Act 2018*, appoint an independent person to carry out an investigation and review concerning the amendments made to this Act by the *Construction Industry Training Fund (Board) Amendment Act 2018*.
- (2) The investigation and review under subsection (1) must include the following matters relevant to the amendments made to this Act by the *Construction Industry Training Fund (Board) Amendment Act 2018*:
  - (a) the effectiveness of the Board in the exercise of its functions and powers;
  - (b) the attainment of the objects of this Act.
- (3) The person appointed under subsection (1) must present to the Minister a report on the outcome of the investigation and review within 6 months after the person's appointment.
- (4) The Minister must, within 12 sitting days after receipt of a report under this section, cause a copy of the report to be laid before both Houses of Parliament.

Consideration in committee.

*Amendment No. 1:*

**The Hon. D.G. PISONI:** I move:

That the Legislative Council's amendment No. 1 be agreed to.

I will make some commentary on the debate, which was very robust. I thank the non-government members in the Legislative Council who contributed to the debate by way of amendments that I think improved the bill overall. The Hons Mr Darley, Mr Pangallo and Ms Scriven put forward some ideas that the government is very happy to accept.

As previously outlined, the act this bill amends is, as it currently stands, the most prescriptive act that governs a construction industry training fund in Australia. When compared with other states, there is virtually no ability for ministerial discretion when it comes to the appointment of the board. This is simply not the case in any other jurisdiction. There have been reports on the board. There was a recommendation for some changes around the early 2000s, and of course boards have modernised even more since then.

I am very pleased that the parliament has agreed to update the board to modern standards so that we can attract the best and brightest to this board to manage the funds that are collected from consumers in the building sector. Whether they be commercial developers, mums and dads or married couples buying their first home, everybody contributes to the building fund through a percentage on every dollar spent in the building industry. Our reform will bring the act into line with the other states and give an ability to pull a number of very important skills together for best practice and strong governance.

Importantly, our reforms are part of broader efforts to revitalise the training system here in South Australia. They are about connecting industry to both the decision-makers and the funders of training here in South Australia, making sure we get the best outcome for those who want to enter various trades and industries by doing apprenticeships or traineeships, and making sure employers are supported in supporting those apprentices and trainees.

The bill will have a positive impact by enabling the industry to more appropriately respond to the changing needs of the economy and to capitalise on opportunities. A flexible board appointment process will ensure the board is better able to respond to the Marshall Liberal government's Skilling South Australia strategy. I think over the last 12 months we have demonstrated how serious we are about listening to industry and working with industry to get the best possible outcomes. We need that to support the government's agenda of delivering 20,800 new apprentices over the next four years and to address the skills shortage that many sectors of the industry are facing. That will only get worse unless we take action now to address this.

I will conduct a public expression of interest process to enable broader industry representation than the current act allows, and of course the new act allows me to do that. The changes will remove vested interests from the board and allegiances to particular organisations or industry sectors. The changes will also bring together essential skills, knowledge, expertise and, of course, good governance to enable the board to function strategically in the investment of funds to support training and skills development in the building and construction industry.

A skills mix comprising operational and strategic experience will be an important consideration to ensure the board comprises members who can suitably discharge the functions of the board as set out by the act. The Construction Industry Training Fund (Board) Amendment Bill will result in a board that is better equipped to serve the industry's workforce, skills and development funds. I cannot finish without commenting on the more than robust nature with which the Labor Party and the Greens approached this bill.

I have to say that I was very concerned at the personal attack on Mr Handley. Mr Handley is not the first person to be appointed to a board that participates in a political process. The Labor Party has a history of appointing their union mates and Labor Party members to boards—and I am sure they do it because they are qualified to do the job, just like Mr Handley was qualified to do the job despite the scurrilous campaign run by those opposite. It did have an impact on Mr Handley; he was very surprised at the ferocity of the attack from the Labor Party.

I asked myself, 'What is this all about?' I did a bit of research and learned that the Labor Party thinks they have the board process wrapped up, stitched up, for their mates, and want to keep it that way. This is a story in *The Advertiser* in September 2017, not that long before the federal election: 'State Labor MP Justin Hanson's wife takes his paid position on the board of a \$6.5 billion Statewide Super after his election to the upper house'. That is an extraordinary situation. If you read it—

**The CHAIR:** There is a point of order, minister.

**Mr ODENWALDER:** Point of order.

**The Hon. D.G. PISONI:** Where were you defending—

**The CHAIR:** Minister, could you be seated please. There is a point of order.

**Mr ODENWALDER:** I ask that you rule on the relevance of these comments in relation to the amendments.

**The CHAIR:** Given that we are dealing with amendments that we are agreeing to, minister, I think it is probably an opportunity to wrap this up sooner rather than later.

**The Hon. D.G. PISONI:** Certainly, sir, but I do need to put this on the record because there are allegations of deals for the boys with the changes in the amendments. I think what is important to understand—

**The CHAIR:** Is this relevant?

**The Hon. D.G. PISONI:** It is relevant. It is very relevant because almost every single question that was asked by the Labor Party—Ms Scriven, in particular, and Mr Justin Hanson—was insinuating that deals were being done between the Liberal Party and the business community here in South Australia. Let's look at the experience of the Hanson family—the royal family of the Labor Party. Wayne Hanson, Justin's father, started off with an appointment on the same board, paying \$66,000 a year.

**The Hon. S.C. MULLIGHAN:** Point of order.

**The Hon. D.G. PISONI:** And of course he retires from that—

**The CHAIR:** Minister, there is a point of order.

*Members interjecting:*

**The Hon. S.C. MULLIGHAN:** Point of order.

**The CHAIR:** Minister, there is a point of order. You have now had the opportunity to put that on the record.

**The Hon. S.C. MULLIGHAN:** If the member for Unley cannot control himself and bring himself in line with your ruling, then he should leave the chamber.

**The CHAIR:** So your point of order is?

**The Hon. D.G. PISONI:** There is no point of order.

**The CHAIR:** No, minister, sit down. What is your point of order, member for Lee?

**The Hon. S.C. MULLIGHAN:** He is defying your ruling to come back to the topic at hand.

**The CHAIR:** Well, I asked him if he felt it was relevant. He felt that it was relevant. As I said, minister, you have decided you wanted to put something on the record. I think you probably have done that now. Given that we are considering amendments, I would ask you to bring it to a close.

**The Hon. D.G. PISONI:** But, sir, there is more because when he was elected to parliament his wife got the gig. The union put his wife on the board. So the union movement and the Labor Party wanted to keep this wrapped up for themselves. That is what this was all about—self-interest from the union movement and the Labor Party. Of course, I was very concerned about the aggressive nature of Ms Tammy Franks on this same issue. I did some research, and what did I find? I found that in 2010-11 the CEPU—

**Mr ODENWALDER:** Point of order, sir.

*Members interjecting:*

**Mr ODENWALDER:** Sit down, David. David, sit down.

**The CHAIR:** Thank you, minister. Minister, there is a point of order. Could you sit down again, please. It seems like you are aggravating the opposition.

**Mr ODENWALDER:** Again, I ask you to rule on the relevance of the minister's comments and ask him to obey your rule.

**The CHAIR:** There are a few things the minister has felt that he needed to get on the record.

*Members interjecting:*

**The CHAIR:** Order! I am speaking. There are things that the minister felt he needed to get on the record, and we are all aware that it was a robust debate in the other place. We have come to the point where we have six amendments we are going to deal with en bloc and we are agreeing to. So, minister, I ask you to bring it to a close.

**The Hon. D.G. PISONI:** Thank you, sir. In summing up—

**The CHAIR:** I think you have put on record what you need to.

**The Hon. D.G. PISONI:** In summing up, three Hansons in a row on the Statewide Super board paying \$66,000 a year—father, son, wife. The Greens then received from the CEPU \$60,000 for their election campaign in 2010-11 and then, from the CFMEU in 2013-14, \$50,000 and then a subsequent \$20,000. Tammy Franks seemed more interested in protecting \$130,000 in donations than in getting better outcomes for apprentices and trainees in South Australia. I commend the amendments to the house.

**The Hon. S.C. MULLIGHAN:** I am grateful for the opportunity to make a contribution about the amendments that have come back from the other place—necessary amendments as they are, of course, for the very good reason that we find ourselves as a house in a strange situation. We find ourselves in a place where the government has been forced to put itself in a position to contemplate amendments to try to give a sufficient amount of cloth in the exercise of backside covering for the incompetence of the minister in the appointment of Mr Nicholas Handley. This is what we are talking about.

The member for Unley can come up with as many examples as he likes of other people being appointed to other boards in other circumstances which are entirely irrelevant to this bill and to the amendments to this bill. What we are talking about is a case where the member for Unley, as soon as he got into government, as soon as he got the reins, as soon as he got the powers to make board appointments for this—

**The Hon. D.G. PISONI:** Point of order, sir: the member is not speaking to the amendments of the bill, and I ask that you invite him to return to the substance of the bill.

**The CHAIR:** Thank you, minister. Member for Lee, I will just make a comment on that point of order; that is, clause 1 does actually talk about the nomination of persons in regard to board positions. I will listen carefully, member for Lee, but at the moment I am prepared hear your contribution.

**The Hon. S.C. MULLIGHAN:** Thank you, Chair. I think the idea with these points of order is to kick the ball forward, not into your own goal. But, as we were saying, these amendments are necessary because we find ourselves in a situation where members appointed to the Construction Industry Training Board, or indeed one member in particular, did not meet the legislative requirements of the act.

**The CHAIR:** There is a point of order, member for Lee. Yes, minister.

**The Hon. D.G. PISONI:** The member is speaking about a previous bill. There are amendments on the table that complement a current bill, and I ask that he return to the substance of the bill.

**The CHAIR:** I have taken advice from the Clerk and we feel that there is still some relevance. I am going to listen carefully, and, as I said before, it is late on a Thursday. We should be nearly there with this one. We are agreeing to the amendments, so let's get on with it. Member for Lee.

**The Hon. S.C. MULLIGHAN:** Thank you, Chair, and I appreciate the clarification. In debating a bill, of course, it is germane to the debate to talk about the act that is being amended—who would have thought, particularly when we are talking about the composition of the Construction Industry Training Board? What a revelation for the member for Unley. Still, they say you learn something every day, and the days are numerous in that regard for the member for Unley.

Here we are, with the first amendment seeking to add in additional requirements for the composition of the Construction Industry Training Board. The reason we are contemplating that is that it is an ill thought-out process of appointing his mate Nicholas Handley to the Construction Industry Training Board. What does the existing act, the act germane to the bill that we are discussing, say about the composition of the Construction Industry Training Board? Well, here we are: section 5, paragraph (b) states:

two persons nominated by the Minister, being persons who have appropriate experience in vocational education or training and who are or have been employed or engaged in the provision of such education or training;

That is the problem for the member for Unley. Nicholas Handley, I am sure, is the most accomplished accountant you could imagine. I am sure that he has excelled himself in the art of managing the

Unley sub-branch FutureSA events for the member for Unley, but he does not meet the requirements of the act. That is why we have these amendments—to try to come up with sufficient cloth to cover the member for Unley's backside because he has appointed someone contrary to the law. It is not good enough.

*The Hon. D.G. Pisoni interjecting:*

**The Hon. S.C. MULLIGHAN:** You would like me to report it? I will just have to check whether appropriate actions have already been taken, or even indeed, as the Attorney-General has found out, whether it is appropriate to be talking about those sorts of reports. Well, how funny. We have a minister of the Crown who feels they need to be reported to an integrity agency. Remarkable! Why do you not just ask them to deselect you? I am sure it would be less painful. I am sure it would be better for your reputation. Just ask them at the party level to express the level of confidence in you that they all express in you privately, but do not come up here with a blatant—

**The CHAIR:** Member for Lee, you are addressing me, not the minister. There is a point of order. Thank you, Attorney.

**The Hon. V.A. CHAPMAN:** I just say relevance in relation to party preselections.

**The CHAIR:** Yes, I take that point of order. I think you have both had the opportunity now in this debate over amendments to make the points you have wanted to make. You have them on the record. Member for Lee.

**The Hon. S.C. MULLIGHAN:** In amendment No.1, after section 5(1) in the act we see an amendment which will insert a new (1aa). It states that the minister must, in nominating persons under subsection (1)(b), of which we were just speaking at some length, for appointment to the board, seek to ensure that at least one person is nominated to represent the interests of employers in the building and construction industry and at least one person is nominated to represent the interests of employees in the building and construction industry. This of course is a different requirement and a different reflection on the subsection that exists at (1)(b) in the current act.

I like to think I am reasonably familiar, having had to canvass this previously in this place with the member for Unley, with the curriculum vitae of Mr Nicholas Handley. I am not sure whether he would qualify, but I guess we will see. I guess we will see whether he needs to be removed from the board and reappointed or not. The other question is: other than the incumbent, will we see people appointed under these clauses who will actually reflect what is going on in the building industry, who will actually reflect what is going on in the vocational education and training section—somebody who has some experience?

While that might irk some of those opposite, the reason that people work in trade unions is that they work in the industries those unions are paid to represent. They come from the industry, they are familiar with the industry, they work in the industry and hence they represent the industry. That is a clear difference between what the member for Unley has done and what the member for Unley is seeking to do. It is important, if you are going to provide advice at the board level for the construction industry, that you have some experience with what happens in the industry.

Do you honestly think that, if we had a Construction Industry Training Board comprised solely of lickspittles of the member for Unley's choice, we would have appropriate attention to how safe workplaces are? Do you honestly think that we would have a board that was focused enough on whether workers were being remunerated appropriately, whether they were being trained appropriately, whether they all had their white cards to allow them onto site? Of course not. That is why you have legislation that currently requires minimum standards for the people who go on, that they have some understanding and experience of vocational education and training. It is extraordinary. I cannot think of another instance where the business of the other place and of this house has been solely dedicated to underdoing the misdeeds of a minister who has appointed someone who does not meet the legal requirements for appointment of a board. That is just ordinary.

*The Hon. V.A. Chapman interjecting:*

**The Hon. S.C. MULLIGHAN:** The Deputy Premier says that she has vast experience of people appointed to positions without merit. Perhaps she speaks from experience, who knows?

**The CHAIR:** Member for Lee, are we working towards a question, particularly?

**The Hon. S.C. MULLIGHAN:** No, I was just saying I support the amendment wholeheartedly.

**The CHAIR:** Do you have any questions at all?

**The Hon. S.C. MULLIGHAN:** Yes, sorry. My question is the minister. Will Mr Nicholas Handley satisfy the requirements of the amendment?

**The Hon. D.G. PISONI:** There are actually a number of ways in which people can be appointed to the board. There will be a—

**The Hon. S.C. MULLIGHAN:** I am familiar with that. Just answer the question.

**The Hon. D.G. PISONI:** I am answering the question. The process is an expression of interest process and there is a criterion that the department has prepared for that process, which is all about attracting people with the types of skills that are needed for a competent board—those from the industry, those with law experience, those with governance experience—in order for the board to be run appropriately.

**The Hon. S.C. MULLIGHAN:** My question to the member for Unley is about amendment No. 1. Will Mr Nicholas Handley satisfy the requirements of the amendment under (1aa)(a) and (b)?

**The Hon. D.G. PISONI:** There is more than one requirement in the act for those who wish to express an interest in being appointed to the board.

**The Hon. S.C. MULLIGHAN:** Can the member for Unley advise the house whether, under the terms of the amendment and the change requirements to be included in section 5 of the act, Mr Nicholas Handley will satisfy those requirements for appointment to the Construction Industry Training Board?

**The Hon. D.G. PISONI:** I have dealt with that question.

Motion carried.

*Amendment No. 2:*

**The Hon. D.G. PISONI:** I move:

That the Legislative Council's amendment No. 2 be agreed to.

**The Hon. S.C. MULLIGHAN:** Since we have no further light on whether the amendments previously discussed will enable us to right the wrong that we have encountered so far with the appointment of Mr Handley, I am interested in the process of how people will be appointed by virtue of the second amendment.

The second amendment concerns requirements of the minister before nominating a person for appointment to the board under subsection (1)(b), which of course we have canvassed at some length, or indeed under paragraph (c) in the act, which, for those who are not following quite assiduously, currently requires that five persons nominated in accordance with the regulations by the employer associations referred to in schedule 2 represent the interests of employers in the building and construction industry.

For those who are seeking some general understanding of how these two clauses will apply, the amendment that has just been successfully moved provides that we have one person representing the interests of employers, one person representing the interests of employees and then, under paragraph (c), five nominated people representing the interests of employers. So we are up to six people representing the interests of employers and one person representing the interests of employees.

The amendment talks about the process of consultation with the presiding member. My question to the member for Unley is: can he talk about how that consultation will be conducted with the presiding member before the nomination occurs?

**The Hon. D.G. PISONI:** The presiding member will be consulted if the position is not vacant. That is very clear from the act, but the act is silent on how the consultation will occur. However, I imagine the consultation would start with a formal process through a letter and then perhaps a meeting, as most government business or any type of business or consultation tends to be done. It would start with a formal approach followed by a meeting, if necessary.

**The Hon. S.C. MULLIGHAN:** Just so I understand it, the consultation process will be formal and, as the minister says, presumably by letter in order to ensure that there is some record of that. So I am guessing it is something along the lines of: 'Dear chair, I've got a mate from the Unley sub-branch I would like to appoint. What do you think?' Or will the minister need to articulate to the chair how he believes the nominee satisfies the legislated criteria for appointment?

**The Hon. D.G. PISONI:** That is a rhetorical question. If you just want to have a dig, that is fine.

**The Hon. S.C. MULLIGHAN:** It is not a rhetorical question. I would appreciate an answer.

**The CHAIR:** Member for Lee, I am going to suggest that you rephrase that question.

**The Hon. S.C. MULLIGHAN:** What will the minister be required to set out in his formal correspondence to the chair in order to effectively consult with the chair on appointments?

**The Hon. D.G. PISONI:** I suspect that the minister would invite the chair to have a discussion about appointments to the board.

**The Hon. S.C. MULLIGHAN:** I must admit I am confused, Chair, which those opposite may find unsurprising. In the first answer we had on this amendment, the member for Unley said that he would envisage a formal consultation process, where a letter would be sent from the minister to the chair—assuming the chair position is not vacant, of course, and perhaps ensuring that we have read both lines of the amendment and not just the first. So we have moved from this formal process of the minister writing to now a discussion. Is the letter a formal process, or does the letter invite an informal discussion about the proposed nominee? What is in the letter that it seeks to effectively consult?

**The Hon. D.G. PISONI:** The letter will be an invitation to consult. It may contain those candidates who were selected after the expression of interest process was finished. There is an expression of interest process for those who wish to put up their hand to be members of the board. It may contain those. I suspect that is probably a fairly efficient way of doing it, but the act does leave some discretion to the minister on how the minister will manage that. I suspect that something as simple as a letter with a list of names of those who qualified for consideration after the expression of interest process was complete.

Motion carried.

*Amendment No. 3:*

**The Hon. D.G. PISONI:** I move:

That the Legislative Council's amendment No. 3 be agreed to.

**The Hon. S.C. MULLIGHAN:** Amendment No. 3, if I am reading it properly, seems to refer to a reasonably straightforward process of how the board deals with a vacancy on the board. For example, somebody may resign from the board because they wish no longer to serve on the board or they may pass away, etc., so it is about coming up with a reasonably straightforward process of ensuring that the deputy, I believe in that instance, to the member is able to act in the place of that member for the remainder of the term of office of the board member. It seems pretty straightforward.

My question is: does the minister expect Mr Nicholas Handley in his position to avail himself of the utility of this amendment?

**The Hon. D.G. PISONI:** I am not sure what Mr Handley's intentions are.

**The Hon. S.C. MULLIGHAN:** Perhaps I can ask more directly: what are the minister's intentions with Mr Handley? Is it to make his position vacant as a result of the passage of this bill and presumably these amendments, or will he just carry on on the board?



**The Hon. D.G. PISONI:** If you read the bill, the bill will tell you that his position will be made vacant, along with every other position on the board, once the passage of the bill is complete.

**The Hon. S.C. MULLIGHAN:** I think we have come to the nub of it: we are having to spill the board as a result of the situation we have found ourselves in, but perhaps—

**The Hon. D.G. PISONI:** You should have read the bill.

*The Hon. V.A. Chapman interjecting:*

**The Hon. S.C. MULLIGHAN:** Sorry, I missed that, Deputy Premier. You were offering some pearl of wisdom, were you, or some casual insult across the chamber? I missed it.

**The Hon. D.G. PISONI:** Point of order, sir: it is disorderly to respond to interjections.

**The CHAIR:** I accept the point of order, minister. Member for Lee, you have the call to make a contribution and ask a question.

**The Hon. S.C. MULLIGHAN:** I have completed my questions.

**The CHAIR:** You have completed your questions? Thank you.

Motion carried.

*Amendment No. 4:*

**The Hon. D.G. PISONI:** I move:

That the Legislative Council's amendment No. 4 be agreed to.

**The Hon. S.C. MULLIGHAN:** What are the allowances and expenses available for each member of the board?

**The Hon. D.G. PISONI:** I do not have those with me, but they were answered, I believe, in the other chamber and they are in the annual report.

**The Hon. S.C. MULLIGHAN:** Has the level of allowance or expenses for board members changed prior to this bill or is it planned to be changed in the next financial year?

**The Hon. D.G. PISONI:** I certainly do not have any plans, but what I do know is that it is nothing like the \$66,000 that Wayne Hanson, his son, and Justin Hanson's wife got when they were on the board of the superannuation fund.

**The Hon. S.C. MULLIGHAN:** It is a small amount of money Mr Handley's name has been dragged through the mud for then, isn't it?

**The Hon. D.G. Pisoni:** He is not doing it for the money, mate.

**The Hon. S.C. MULLIGHAN:** Clearly not, and he is not doing it for the reputation either, I gather.

**The CHAIR:** Order!

**The Hon. S.C. MULLIGHAN:** I wonder why he is doing it. Is this what you call a hospital pass in the Liberal Party?

**The CHAIR:** Order! Member for Lee, you have one question remaining on amendment No. 4.

**The Hon. S.C. MULLIGHAN:** When will this information be published on the website?

**The Hon. D.G. PISONI:** As soon as it is practicably possible.

Motion carried.

*Amendment No. 5:*

**The Hon. D.G. PISONI:** I move:

That the Legislative Council's amendment No. 5 be agreed to.

**The Hon. S.C. MULLIGHAN:** Can the minister outline the circumstances in which a report to the minister under section 17A would be sought or required?

**The Hon. D.G. PISONI:** So your question is when will it be required?

**The Hon. S.C. MULLIGHAN:** No. My question was: can the minister outline to the house for what purposes the minister may request a report of the board?

**The Hon. D.G. PISONI:** The minister may request from the board a report if there are questions asked by the opposition in the parliament that the minister might not have the answers to that refer to the CITB—that would be one example that I could imagine. Another example could be if the minister was made aware of something that an industry person may be concerned about or may want some information about and who is in an industry that pays a contribution to the Construction Industry Training Fund. I cannot anticipate every single situation where the minister may require information from the board, but the beauty of this particular amendment—and I thank the Hon. Mr Pangallo for the amendment—is that it certainly does help in the transparency process of the work of the board.

**The Hon. S.C. MULLIGHAN:** If I can summarise the advice the minister has provided to the house, he may seek a report from the board if there is a question from the opposition, if there is a question or an issue raised by an industry person (perhaps about the administration of the fund, for example), but the minister cannot think of any occasion when he of his own volition and using his own initiative might request a report from the board?

**The Hon. D.G. PISONI:** That is not correct.

**The Hon. S.C. MULLIGHAN:** Is the minister able to give us some examples of instances where his own initiative and volition might seek a report from the board?

**The Hon. D.G. PISONI:** Yes, I can.

Motion carried.

*Amendment No. 6:*

**The Hon. D.G. PISONI:** I move:

That the Legislative Council's amendment No. 6 be agreed to.

**The Hon. S.C. MULLIGHAN:** What will be the qualifications of the independent person required to carry out an investigation and review of the amendments made to this act?

**The Hon. D.G. PISONI:** This is not an amendment that was put forward by the government, so I am not able to furnish you with all the detail of that, but I think the intention of the Hon. Mr Pangallo is that that person would have the appropriate qualifications and experience in order to conduct that review. It may be somebody independent from the industry.

If it is to conduct the governance of the board, it may be a combination of people who bring in several skills together. It may be someone from the judiciary, it may be somebody from the industry and somebody who is an expert on governance. It may be somebody who is an expert on auditing. There may be a team of people that might do it, or it might be a single person who is doing it. I am very pleased that I have such a strong team within the Department for Industry and Skills that will be able to identify the appropriate person in order to do that.

**The Hon. S.C. MULLIGHAN:** Again, if I can paraphrase the advice that was given by the minister to the chamber, he said that it could be someone who has the appropriate qualifications and experience to conduct such a review or someone with appropriate qualifications and experience within the industry. It could be somebody independent from the industry. It could be a member of the judiciary, or a team of all of the above. What resources will be used in order to fund such an investigation and review?

**The Hon. D.G. PISONI:** I suspect that the resources would come from the Construction Industry Training Board.

**The Hon. S.C. MULLIGHAN:** From the fund or from the board?

**The Hon. D.G. PISONI:** The board manages the fund. They do not have funds of their own, so I suspect it would be from the fund. My understanding is that the board is independently funded from the fund itself. Any action that the board is required to take through this legislation would be funded by the board. I understand the board fees are funded by the industry fund, and I would not imagine that the cost of the investigation would be funded in any other way.

**The Hon. S.C. MULLIGHAN:** Can the minister advise whether he would contemplate using Mr Nicholas Handley to conduct this investigation and review?

**The Hon. D.G. PISONI:** I do not suspect that I would be involved at all in selecting that person or that body of people that would—

**The Hon. S.C. Mullighan:** It says, 'The minister must appoint.' Have you not read the bill? Have you not read it?

**The CHAIR:** Order!

**The Hon. D.G. PISONI:** I would be taking the recommendation—

*The Hon. S.C. Mullighan interjecting:*

**The CHAIR:** Order, member for Lee! Continue, minister.

**The Hon. D.G. PISONI:** —of the department.

Motion carried.

## STATUTES AMENDMENT (CHILD EXPLOITATION AND ENCRYPTED MATERIAL) BILL

### *Final Stages*

Consideration in committee of the Legislative Council's amendments.

(Continued from 28 February 2019.)

*Amendment No. 1:*

**The Hon. V.A. CHAPMAN:** I move:

That the Legislative Council's amendment No. 1 be disagreed to.

The government's motions reject amendments made to the bill in the Legislative Council, propose an alternative amendment and make a consequential amendment to ensure that police have appropriate powers for serious offences beyond child exploitation offences as limited by the Legislative Council.

**The CHAIR:** Attorney, can I interrupt for a moment. We need to be clear about what we are doing. Are you speaking to amendment No. 1?

**The Hon. V.A. CHAPMAN:** I thought it had been indicated that the amendments have to be dealt with individually. I assume that we are dealing with amendment No. 1, and I am speaking to the government's position in general.

I am moving that amendment No. 1 be disagreed to. As to all amendments made to the bill in the Legislative Council on this subject, I am proposing an alternative amendment and making a consequential amendment in respect of all amendments presented to ensure that police have appropriate powers for serious offences beyond the child exploitation offences as limited by the Legislative Council. The government's motions do, however, accept those amendments made to the bill in the Legislative Council removing the Independent Commissioner Against Corruption from the bill, and I will refer to those later.

Quite simply, to get to the crux of the issue, the commission of child exploitation offences online, and the existence of online child abuse networks, is of particular concern to the community; indeed, it is to all of us. However, the use of modern technology and encryption programs extends to many other types of modern crime, including terrorism, drug trafficking, revenge porn, cyber-facilitated abuse, cyber fraud and domestic violence. I know that these offences are also horrific crimes and a great concern to the community. Why would we provide police with the powers to

investigate child exploitation offences but not terrorism, not drug trafficking, not revenge porn? The list goes on.

The opposition has done a stunning backflip on this legislation, agreeing with the Hon. Mark Parnell in another place that this bill should only deal with one narrow type of offence investigated by the police. As a society generally, we are comfortable with the police breaking into a house with a search warrant and accessing any other physical evidence that they may come across. We are comfortable with the police forcing access to a locked door, safe or drawer regardless of the private contents. This bill allows the police to perform the same search in the electronic context, but this context requires assistance because it has become impossible to break open the data.

While I do not intend to enter into a debate that seeks to rank criminal offences in accordance with the Hon. Mark Parnell's and the opposition's private views about what they consider to be serious offending and what they consider to be trifling, the criminal law and offences comprised do not sit in categories of black or white, simply harmless or harmful, as is implied. They are intricate shades of grey, and the member's opinion on what is considered serious will undoubtedly differ from a sample of opinions taken from the street.

As such, the government proposes consequential amendments in this place to define the scope of serious offending for clarity for the opposition. These offences, to be discussed in more detail through the committee, include:

- possession, production and distribution of extremist material;
- distribution of invasive images;
- trafficking in controlled drugs;
- commonwealth terror offences and offences relating to international terror activities;
- participation in criminal organisations; and, amongst other things,
- offences relating to police powers in dealing with terror offences.

As Attorney-General, I do not feel comfortable seeing a piece of legislation pass that has the opportunity to provide the police with the ability to search serious criminals' computers and password-protected devices, particularly in instances of terror offences, but be passed in a way that does not.

I now turn to a further issue. The shadow attorney-general from the other place was briefed on the bill and sought clarification as to the impact of the bill on parliamentary privilege. This is a matter about which I have spoken to the member for Badcoe, as further information had been sought from the shadow attorney-general. I am pleased to advise the parliament, and for the benefit of the shadow attorney-general in the other place in particular, that matters regarding the impact of the bill on parliamentary privilege are as follows.

This bill does not change or impact the operation of parliamentary privilege. The ordinary criminal law applies within parliament except insofar as acts that would otherwise constitute such offences that relate to the conduct of parliamentary business and consequently fall under the protection of parliamentary privilege. Where the particular conduct within the precincts of parliament by a member of parliament will potentially amount to a criminal offence, it will be subject to any applicable parliamentary privilege—that is, freedom of speech and debate—and will also depend on the facts and the context.

I give an example. Possession of an offensive weapon by a member of parliament for the purposes of tabling or displaying it to members during a debate would attract the privilege. This means, in the context of the bill, that if material subject to the privilege of parliament were located on the member of parliament's computer at Parliament House, then the member of parliament could claim the privilege.

While the ordinary criminal law applies within the precincts of parliament, this does not mean that police would be able to exercise powers to enforce the criminal law within the precincts of parliament. While there is no general rule that a person cannot be arrested within the precincts, the right for police to enter the precincts of parliament is based on the same implied licence that permits the public to enter; that is, it is not unlimited.

It has generally been accepted that police must seek permission before entering the precincts of parliament to carry out searches or criminal investigations. If police do not seek permission, they may be in danger of committing a contempt of parliament. That, of course, would be a matter for this parliament to consider and determine as it sees fit.

In the content of the bill, if a member of parliament is a person who is the subject of an order made under section 74BR, as to be inserted in this bill, then under section 74BS of the application for the order it would have to state the grounds on which SAPOL suspects that any data held on the computer or data storage device is or may be relevant to the offence. If the order then specified the computer or other device, such as a mobile phone, to which SAPOL wanted access that was located in Parliament House, SAPOL would need to seek permission before entering the precincts of parliament to carry out searches or criminal investigations.

Each house of parliament has exclusive control over its own precincts through their presiding officer, the Speaker of the House of Assembly and the President of the Legislative Council. The Speaker and the President jointly exercise control over parts of the precincts that do not fall within the exclusive control of either house. The presiding officer of one of the houses would not be able to exclude a person from an area that is under the joint control of both houses.

The Joint Parliamentary Service Committee of the parliament exercises control over the dining, refreshment and recreation rooms, lounges and garages of Parliament House, not including the front steps. In the absence of the presiding officer, clerks of the houses may have implied authority to exercise those duties or powers relating to the control of the premises. They might be a little careful before they try to exercise that, I might say. In any event, there is a possibility there and we would consider it. The privileges of parliament do not extend to a member of parliament's electoral activities or office.

I hope that information makes it clear to the shadow attorney-general and is a sobering reminder to members of the house, especially new members of the house. It is fair to say, and I place this on the record, that in the time that I have been here, when there have been occasions when the police have sought to enter the premises of this parliament, there has been a respectful meeting with the Speaker and/or the President.

I can think of one occasion when, to the best of my recollection, it was with the Speaker, and that related to a matter pertaining to his own office at the time. It was the Hon. Peter Lewis, now departed both from this place and completely. In any event, there was what was seen as a raid on Parliament House for the purposes of taking possession of material. Documentation was taken and was apparently to be relied upon in relation to a criminal defamation action. So there has been certainly a very prominent circumstance.

However, in my experience the police have understood that they need to consider and follow a process when entering this property for the purposes of undertaking their lawful duties, but which requires respectful treatment of the parliament. Certainly, we have no reason to suggest that they would not do that in the future. It is an important question from the shadow attorney. I hope that further information, as I am advised, is helpful in reminding us that there is no extra or changed position in relation to the parliamentary privilege or restriction on it as a result of this bill. I want that to be absolutely clear.

For the purposes of now moving a set of amendments to provide for the rejection of the singular child offence approach and having a broader approach to the despicable crimes and the capacity for this legislation to operate for them and, secondly, to accept the removal of the ICAC, that is, by omission—it is not in here—I seek to table a second set of amendments to the Legislative Council bill that has come back before us. I indicate that the list of offences that have been referred to by reference to section numbers in the—

**The CHAIR:** Attorney, sorry to interrupt you, but my understanding is that you do not need to table them; you are able to just distribute them.

**The Hon. V.A. CHAPMAN:** I am happy to do that. They were filed on 19 March, so I assume they are already here. Accordingly, I invite members to view them for the purposes of accepting a

wider application for all the offences that are covered. For the purposes of those, I will quickly read through these in the hope that, before we return to the parliament, it will make it clear.

**The CHAIR:** Attorney, at the moment we are dealing with amendment No. 1 so we need to stay with that amendment at this point. We can put the question and move onto the next one.

**The Hon. V.A. CHAPMAN:** I am happy to do that or just do amendment No. 1.

**The CHAIR:** We can do amendment No. 1 if you want to, yes.

**The CHAIR:** Are there any questions on amendment No. 1?

**Ms STINSON:** I would like to speak on it, if that is okay.

**The CHAIR:** You can speak and then ask a question.

**Ms STINSON:** I have spoken on the bill at some length when it was before us previously. I think all sides in this place—

**The CHAIR:** Member for Badcoe, you are speaking on the amendment, not on the bill.

**Ms STINSON:** I think all sides of this place obviously want to see matters dealing with child exploitation dealt with in a united manner. From reading the message from the Legislative Council, it is clear that they want to make sure that the bill is strengthened, clear and concise. In recent days, this side of the house has received a briefing from the Attorney-General for clarity around the inclusion of other matters outside the scope of child exploitation.

I thank the Attorney-General for the additional information provided to the house this afternoon. I do understand, however, that there are still some matters outstanding. We will continue to receive briefs about the bill and consider the nature and effect of the amendments the Attorney has put before us. We look forward to further information from the government in order to deal with the bill. In the meantime, we reserve our position when the bill goes to the other place.

**The CHAIR:** It has already come back from the other place, member for Badcoe.

**Ms STINSON:** No, when it goes back.

**The CHAIR:** The member for Badcoe has made a speech. Did you have a question in relation to this?

**Ms STINSON:** No.

**The Hon. V.A. CHAPMAN:** In response to the extra information sought, in addition to parliamentary privilege, I will place this clearly on the record. In the other place, there was a request to identify some real-life examples of certain offences; that is, the offence against section 44 and section 44A of the Summary Offences Act, and sections 86E, F, G, H and I of the of the Criminal Law Consolidation Act.

I will just quickly explain what those are. Sections 44 and 44A are offences in respect of property, that is the unlawful operation of a computer system or the unauthorised impairment of data held on a credit card, a computer disk or other device. In relation to the offences under the Criminal Law Consolidation Act from section 86E on, as I have indicated, these are computer offences and they relate to:

- the use of computer with intent to commit or facilitate the commission of an offence;
- the use of a computer to commit or facilitate the commission of an offence outside the state;
- unauthorised modification of computer data;
- unauthorised impairment of electronic communication; and
- possession of computer viruses, etc., with intent to commit serious computer offences.

I am not sure how much information has been supplied in relation to those matters, but the Attorney-General's Department does not have any particulars of that. A further request has been put in to SAPOL as to whether they have any examples of this from the Magistrates Court or Youth Court

and we are awaiting that information. Certainly, that will be conveyed to the shadow attorney-general as soon as it is made available.

Progress reported; committee to sit again.

At 17:54 the house adjourned until Tuesday 2 April 2019 at 11:00.

*Answers to Questions***SA WATER**

In reply to **Dr CLOSE (Port Adelaide—Deputy Leader of the Opposition)** (13 February 2019).

**The Hon. D.J. SPEIRS (Black—Minister for Environment and Water):** I have been advised:

SA Water has a longstanding practice of trading excess water allocations that are not required for the needs of SA Water customers through the general water trading market. These water holdings help to provide water security for SA Water customers.

The information regarding traded volumes of water allocations is commercial-in-confidence and subject to water sensitive information rules established under the federal *Water Act 2007*.

It should be noted that SA Water is operating consistently with activity that occurred under the previous government.