

HOUSE OF ASSEMBLY

Tuesday 21 September 1982

ESTIMATES COMMITTEE A

Chairman:

Mr G. M. Gunn

Members:

Mr R. K. Abbott
 Mr H. Becker
 Mr R. E. Glazbrook
 Mr R. J. Gregory
 Mr K. C. Hamilton
 Mr R. J. Randall
 Mr W. A. Rodda
 Mr J. W. Slater

The Committee met at 11 a.m.

The CHAIRMAN: A motion is required to set the time table for examining items of proposed expenditure, of which members have a copy.

Mr BECKER: I move:

That the draft time table be adopted.

Motion carried.

The CHAIRMAN: Is it the wish of the Committee that we apportion the times for particular votes, or do members wish to proceed without apportioning times? Does the Committee wish to set aside times?

Mr ABBOTT: I prefer that we proceed through the time table.

The Hon. M. M. Wilson: Do I have permission to address the Chair on this matter?

The CHAIRMAN: Yes.

The Hon. M. M. Wilson: There are complications in regard to the portfolio, which includes not only transport lines but also Highways Department, the State Transport Authority, the Department of Marine and Harbors, and Recreation and Sport as a division of the Department of Transport. As the hearings will continue until 10 o'clock tonight, I would appreciate some idea when, for instance, I should instruct officers of the Department of Marine and Harbors to be here, because I believe that they will come in later in the proceedings. I am not quite sure in which order the Committee wants to deal with various divisions and departments in the portfolio. The Commissioner of Highways and his officers are here now, but I am not sure when the Committee will want to question them. It would be of some assistance if we could have some idea. Obviously, I am in the hands of the Committee.

The CHAIRMAN: I would hope that the Committee would not want all officers to sit here and wait. Can the Committee indicate when it would wish to examine, in particular, the Department of Marine and Harbors and whether it is necessary for the officers of the Highways Department to be here before lunch time?

Mr BECKER: With the concurrence of the Opposition spokesman, I suggest that perhaps we look at transport until about 4 p.m., then between 4 p.m. and 6 p.m. the Department of Marine and Harbors, and the Division of Recreation and Sport from 7.30 p.m. until 10 p.m. I believe we will need at least an hour for recreation and sport.

The Hon. M. M. Wilson: Recreation and sport will include the T.A.B. and the appropriate officers are here now. I am sure there will be questions in relation to those matters. As officers are here now who are involved with transport lines,

it would be necessary to deal with recreation and sport either with the transport lines or immediately subsequent to that.

Mr BECKER: If Opposition members are happy with it, we can have Marine and Harbors after 7.30 p.m., and we can deal with recreation and sport before the dinner adjournment.

The CHAIRMAN: I think that, if we can come to a sensible satisfactory arrangement, we should do so so that the Committee can get on with its job of examining the votes.

Mr SLATER: We will be happy to deal with the Department of Transport and the Division of Recreation and Sport first. I suggest that we should deal with Transport, Recreation and Sport and Highways right through to 'Miscellaneous' Highways Department until the dinner adjournment and then we could perhaps deal with the Department of Marine and Harbors after dinner.

The CHAIRMAN: You are suggesting that the Marine and Harbors officials be advised to present themselves after the dinner adjournment?

Mr SLATER: Yes.

The Hon. M. M. Wilson: My officers realise that they may have to wait to be called to the table. I suggest that they should be here at 7.30 p.m.

Mr ABBOTT: I support the remarks of the Minister. I believe we should be ready to deal with the Department of Marine and Harbors after the dinner adjournment. We seem to run into this trouble each year but I think that if we proceed through Transport, Recreation and Sport and the Highways Department, possibly we might conclude by 6 p.m.

The CHAIRMAN: That course of action will take place and the Minister will advise his officers accordingly. I intend to give official Committee members the first opportunity to question the Minister before the Committee and, at the appropriate stage, I will allow any member to ask questions. I suggest that members who are not members of the official Committee should come to the front bench when they wish to ask questions so that the Minister can see them. During the answers to questions a Minister may state that he will obtain information at a later date. I ask that the information should be in a form suitable for insertion into *Hansard*.

Previously, the normal procedure has been that I have invited the Minister to make a brief explanation, if he wished, before declaring the proposed expenditure open for examination. Does the Minister wish to make any comments before I declare it open for examination?

The Hon. M. M. Wilson: No.

The CHAIRMAN: I declare the proposed expenditure open and welcome the Minister.

Transport, \$14 058 000

Witness:

The Hon. M. M. Wilson, Minister of Transport, Minister of Recreation and Sport and Minister of Marine.

Departmental Advisers:

Dr D. Scafton, Director-General of Transport.
 Mr A. K. Johnke, Commissioner of Highways.
 Mr J. V. Brown, General Manager, State Transport Authority.
 Mr K. J. Collett, Director, Administration and Finance, Department of Transport.
 Mr P. T. Tregoweth, Senior Finance Officer, Department of Transport.
 Mr B. J. Taylor, Director, Recreation and Sport Division.

Mr M. M. Powell, Chairman, Totalizator Agency Board.
 Mr B. F. Smith, General Manager, Totalizator Agency Board.
 Mr J. M. Thompson, Senior Recreation Officer (Research and Planning).

The CHAIRMAN: Before calling on the member for Spence, I indicate that the honourable member is permitted 15 minutes, as was the practice last year.

Mr ABBOTT: I would like to make a brief general comment but, before doing so, I would like to say how disappointed we are to note that the total vote for the Minister of Transport and Minister of Recreation and Sport has increased by \$4 700 000 on the annual payments of 1981-82. This is an increase of approximately 4½ per cent in actual money. With inflation running at around 11 per cent, this represents a very large financial reduction and must inevitably mean a reduced effort within the various transport departments.

The Transport vote is up by \$268 799, or less than 2 per cent; the Highways vote is up by \$827 768, or a little over 3 per cent; and the Miscellaneous vote is up by \$3 599 400, or a little over 5 per cent. The Government's policy of increasing the use of private contractors and the policy to reduce the public sector work force in nearly all Government departments is only adding to the devastating numbers of unemployed people in South Australia. Although the Government will claim that efficiency is increased by increasing the use of private contractors, there is absolutely no evidence that that can withstand in-depth scrutiny to support that view. A further point that I wish to make is the very short time we have had to study the Budget.

The Auditor-General's Report is normally handed around when the Budget is introduced to Parliament. However, this year documentation was received only last week, when the debate had almost concluded. Similarly, the programme estimates were received later than usual and, with all the talk of economic restraint and a lack of resources, I would like to know what the high cost is, both in time and money, for the preparation and projection of the volume of detailed information for every Government department. With the current economic situation as it is, surely this cost could be put to better advantage to the State in some other way, even if more help were given to the many thousands living in poverty today or to those struggling to pay for their homes.

My first question concerns the road safety and the motor transport provision vote which is up by \$102 255 000. What rearrangement of staff is planned in this area and does it allow for a full year's operation of the new Central Inspection Authority's workshop at Regency Park?

The Hon. M. M. Wilson: I would like to take up a couple of points that the honourable member has raised. First, I deny that there has been a reduction over all in expenditure and the honourable member should realise that there is no provision in those lines for salary and wage increases.

It is standard Treasury practice for salary and wage increases to be paid out of the round sum allowance. The member for Spence may like to take up that matter in the appropriate committee when the Treasurer is involved. I refer to a document which has been circulated by the Treasury, so that members of the Committee can be clear on this matter, which states:

Actual payments include the actual costs incurred due to wage and salary increases incurred during the past year just completed. Proposed payments reflect a level of wages and salaries operative at 30 June 1982, including the full year costs of the previous year's wage and salary increases. The proposed payments do not include provision for prospective increases in wages and salaries which may be incurred during 1982-83.

As I have mentioned, the round sum allowance provides for wage and salary increases which may occur in 1982-83. In comparing actual payments and proposed payments, one is comparing one set of figures which contains a factor to allow for inflation, and a second set of figures of proposed payments which does not contain that factor.

The member for Spence also attacked the fact that work was being let to private contract, and that this would apply particularly to the Highways Department. I deny that such a practice contributes to unemployment. The situation simply is that no-one has been dismissed: the decrease in staff has all been achieved by attrition. The increased allocation to private contract has stimulated the private construction industry to enable it to take on more employees in the private sector. That is the Government's policy of which I am proud and I do not resile from it under any circumstances.

I also should point out that the Highways Department is funded by a special Act of Parliament and has its own funding arrangements. Indeed, the Highways Department budget itself contains the inflationary factor to which I referred earlier. However, the figures for the purposes of these Budget papers do not contain that factor.

I also should point out that if the member for Spence complains about the increased allocation of moneys to the Highways Department, he is really saying that the Government ought to put up registration fees and the State fuel tax. I say that because under the special funding arrangements that apply to the Highways Department there is no other way of increasing revenue to the Highways Department, other than by receiving an increase in moneys received from the Federal Government. If members of the committee want me to give them a statement on the funding that has come from the Federal Government over the past few years I would be happy to take up the time of the Committee to do that. I should make it very plain from the outset that as far as the Highways Department is concerned the only way that the Highways Department can receive an increase of State moneys is by increasing State charges and State taxation.

Of course, it is possible for any Government, if it so wishes, to allocate money out of general revenue to any department it likes. If the member for Spence is prepared to suggest to me that the State Government should do that (but I assume that he does not want us to put up State charges), then I would be very pleased if he would suggest whether such funds should come from the areas of education or health or from some other area of Government activity.

Mr ABBOTT: I want to follow up this matter. The vote for the Motor Registration Division is up by \$248 619 on the actual payments for 1981-82.

The Hon. M. M. Wilson: The honourable member is referring to salaries and wages?

Mr ABBOTT: Yes. This section is primarily, if not entirely, relevant to salaries, but the figure must surely represent a reduction in staff and a consequent reduction in services to the motorist.

Page 177 of the Auditor-General's Report shows that the Motor Registration Division employed 429 people as at June 1982, and if one checks the Auditor-General's Reports of the last three years, one finds that at the end of June 1979 this division employed 493. It rose from 478 in 1978 to 493 in 1979. At June 1980 it dropped to 450, and at June 1981 to 435. At the same time receipts for registration fees to the end of June 1982 rose by \$4 134, and for licence fees by \$1 247. As it is the motorists money that pays the cost of the registration offices, the reduced vote and the reduction in staff can mean only a lesser service to the public. Motorists are entitled to a proper and adequate service and should not be subjected to the Government's

penny-pinching exercises, and I ask the Minister to justify this reduced vote and the reduction in staff.

The Hon. M. M. Wilson: The Government has a programme to bring about the utmost efficiency in the Motor Registration Division. All the fees collected by the Motor Registration Division are apportioned to the Highways Fund, less the amount taken for administration. The question of making the Motor Registration Division, therefore, as efficient as possible is absolutely vital for the Commissioner of Highways, because it reflects on the amount of money he will have at his disposal for the constructing of roads and the like in this State. I am sure no-one would disagree about how very important that activity is. All departments in this Government have been subjected to the Government's overall policy of efficiency and staff reduction without dismissal, without retrenchment, and the Motor Registration Division, like all other departments of Government, has to meet the Government's overall requirements in reduction of staff numbers, and it has done that, and is doing it extremely well.

To assist in the efficiency of the Motor Registration Division, the Government has just approved the installation of an on-line computer in the division which will make enormous progress towards its efficiency and more importantly, for the honourable member for Spence's information, to the service it provides to the public. I agree that the most important part of the division's work—is providing this service to the public, and an efficient service because, the more efficient the service is, then in effect the more money we will have to spend on roads in this State.

The installation of that computer, which is a major step forward, and at some massive cost, I might add, is being done in consultation with the unions involved, so that there will not be any upset as far as the unions are concerned, and more importantly the union members who are working in the division. It is a high priority item to the Government and we intend to proceed with it with all possible haste.

Mr ABBOTT: Moving away from that area, I would like to know why no fees are provided for the consultative committee. It is noted that \$2 850 was voted in 1981-82, but that actual payments were only \$700. For this financial year, no consultative committee members' fees are proposed at all and, as I understand it, this is a committee to which people who are having trouble with obtaining a licence, etc. may appeal, and it was established so that the Registrar alone did not make decisions on such matters, particularly where a person's livelihood was at stake.

The Hon. M. M. Wilson: I understand the honourable member's concern, and I will try to allay it. There has been no diminution in the work of the consultative committee: in fact, it is working extremely hard. The consultative committee consists of the Registrar and representatives from the Crown Law Office and the police, as it should. The Government made a determination at the end of 1981 that public servants who sit on Government committees that meet in normal Public Service hours would not be paid sitting fees. If, by dint of the extra work load, those committees had to sit outside Public Service hours, of course the sitting fees would be paid, but, while the committees sit in normal Public Service hours, the Government has determined that sitting fees should not be paid. That is why there is no allocation for that line.

Mr BECKER: The yellow book (volume 2, book 9, page 54), under the programme title 'Securing and Management of Funds for State Purposes', in the policy area of Government management and administration, shows that recurrent receipts of the programmes are proposed to be \$54 013 000 for 1982-83. The corresponding expenditure is \$6 734 000 and the net cost is, therefore, \$47 279 000. This represents about \$140 000 for each employee on this programme, even

if support service charges are accounted for on a pro rata basis. Is the Minister satisfied with that level of efficiency in securing these funds?

The Hon. M. M. Wilson: I really cannot add very much more to what I said in answer to the member for Spence. I have a very strong commitment to reducing the cost of collection of Government revenues. In fact, in the past, levies have been charged to the public when, in fact, the cost of collection has been more than the moneys collected. I am not suggesting that that occurs in this case, but I believe that it is extremely important that the reduction in cost of collection (and that is what we are talking about) should be reduced to the absolute minimum efficient level.

As I mentioned in answer to the member for Spence, the moneys collected in this way represent nearly 50 per cent of the amount available to the Commissioner of Highways for road purposes, the other sections coming from fuel tax and the Commonwealth. By going on line with the computer, we will be able to make this a very efficient operation. At least it is my intention that it should be efficient. I really cannot say any more, unless the honourable member wishes to deal specifically with certain sections, in which case I would be happy to obtain detailed information. Perhaps the Director-General can add to that explanation.

Dr Scrafton: I can only say that the average yearly increase in transactions for motor registrations is about 5 per cent, and we have tried to demonstrate over the past three or four years that we can achieve that. As the Minister has stated, we expect the system to come on line within about two years and to start showing, in effect, direct profitability by about the fourth year. If the Committee is interested, I could provide the Minister with further detail.

Mr BECKER: What reviews have been undertaken by the department into efficiency in administration? The Minister mentioned the operation of computers. What costs have been incurred in relation to computer installation, and what is the estimated cost of installing the computers?

The Hon. M. M. Wilson: The estimated cost is about \$3 250 000. The honourable member must understand that an on-line computer for the Motor Registration Division is an enormous installation. It would go on line not only to the motor registration branches but also to the Police Department for retrieval of information, and it would probably have some interface with the criminal justice computer system, which is proposed for some stage in the future. It brings about enormous efficiencies, but it is a very expensive installation. I cannot say offhand what has been spent so far on feasibility studies and the like.

Dr Scrafton: About \$100 000 has been spent.

The Hon. M. M. Wilson: I would be happy to obtain any further detailed figures on this matter for the honourable member. I believe that this is one of the biggest initiatives ever taken in this State to bring about efficiency. Motor registration records are very much part of the law enforcement system in this State, of course, and it is absolutely essential that the police have on-line facilities.

It is also tremendously important that local government have access to records for the policing of parking offences. Strict guidelines are laid down by me as to who is able to obtain information from the Motor Registration Division, but it is nevertheless very important that local government should be able to identify offenders against local by-laws. The complexity of the matter goes on and on. I should also mention for the benefit of the honourable member that the Motor Registration Division is a service division for other Government departments. For instance, boating licences for the Department of Marine and Harbours are collected through the Motor Registration Division. People can apply at a motor registration branch office or at head office to sit for a test for a boating licence.

We also accept accounts for the E. & W.S. Department, State Government Insurance Commission, and the like. Of course, the Motor Registration Division is really an agency of the S.G.I.C. for the collection of third party premiums, which involves an enormous amount of money. One can see that the Motor Registration Division is not just a division that provides a service to the public for the collection of registration and licence receipts, which eventually go to the Highways Fund, but also it has a much wider ramification.

Mr BECKER: It is good to hear about the on-line system to assist the police and local government to trace owners of motor vehicles who offend against the law. I am particularly pleased to hear that, because one of my constituents sold a vehicle earlier this year and, unfortunately, the person who purchased that vehicle had criminal leanings. For three months after the sale of the vehicle, my constituent was continually harassed by the police, because the police believed that he still owned the vehicle.

We finally traced the vehicle, and it was found that the police had not kept their records up to date or, when they made the first inquiry, obviously they had not checked things back. Anything that can assist in that respect and can save people being harassed is tremendous, as long as the police use the system effectively and efficiently, although there will be mistakes.

The Hon. M. M. Wilson: At present it is necessary in some of these investigations for manual checks to be carried out, and that is an enormously time-consuming job. The Motor Registration Division has to maintain manual indices for cross-checking, which is a very expensive operation. That is the type of efficiency that we are trying to bring about by doing away with the manual operation and the inordinate delays that sometimes occur, as instanced by the honourable member, in some of these cases.

Mr BECKER: Is the Minister proposing any increase in registration fees or driving licence fees to finance this programme?

The Hon. M. M. Wilson: No, we certainly would not increase registration or driver's licence fees to finance the provision of an on-line system. I suggest that in the initial stages the money for the introduction of the on-line system which will be spread over a period (it will not be \$3 000 000 in one year but perhaps \$500 000 this year) will become an administrative expense and therefore the Commissioner of Highways will have less money for roads. Of course, the immeasurable benefits in efficiency will mean that in future years the Commissioner will receive much more money, and we expect to receive about \$1 000 000 a year extra for the Highways Fund. I am sure you would all agree that that is a very efficient move to make.

Mr SLATER: I refer now to the proposed vote of \$1 055 700 for the Recreation and Sport Division, and I refer specifically to the 16 persons employed in the implementation and supervision of the gambling legislation. The net recurrent receipts last year totalled \$10 934 000 and it is expected that this year the recurrent receipts will be \$11 241 000. How many licences were issued to organisations last year by the small lotteries section of the division, in which categories were these licences issued and what sum was received from the issuing of those licences?

The Hon. M. M. Wilson: The question is detailed and I may have to get that information for the honourable member. The honourable member asked how many licences were issued in the various categories and I am sure that we would not have that information with us at the moment. I believe that the lotteries section of the Division of Recreation and Sport is one of the most efficient sections we have and it does bring in a good deal of revenue for the Government. The net accrual to revenue from lotteries was about \$1 500 000.

Mr SLATER: I would like to know the number of licences issued by the small lotteries section and in what categories they were issued.

The Hon. M. M. Wilson: I will try and get that information today after the luncheon adjournment.

Mr SLATER: How many investigations did officers of the Division of Recreation and Sport undertake during the past financial year regarding what may be considered to be breaches of the Lottery and Gaming Act and its regulations relating to small lotteries; what were the nature of the investigations; what organisations were investigated; what action, if any, has been taken against any organisation; and is any action pending against any organisation regarding what may be considered a breach of the Lottery and Gaming Act regulations?

The Hon. M. M. Wilson: A number of investigations were made by the small lotteries section, most of which would have come to nothing; they would merely have been interdepartmental investigations to see that the rules were being complied with.

The main investigations of which I am aware and the ones which I instructed to be carried out were in relation to the South Australian Jockey Club lottery to coincide with the Australasian Oaks in February or March of last year. The member for Gilles would be well aware of that investigation which involved a certain amount of controversy. The fairly exhaustive investigations into that lottery showed that no breach of the Lottery and Gaming Act had occurred on which the department could take action. Whether the member for Gilles believes that the promoter in buying a high percentage of the unsold tickets was morally correct is another matter: that is a matter for him to judge as with anyone else in the community but certainly no breach of the Lottery and Gaming Act occurred. The other main investigation was into the Austcare lottery on which action has been taken. I respectfully submit that it is *sub judice* at this stage because it is before the courts.

Mr SLATER: I was aware of the two major investigations but from time to time there might have been smaller groups of people in small organisations who it might have been considered by the department were not technically fulfilling the provisions of the regulations under the Lottery and Gaming Act. No doubt there have been many unofficial investigations but a number of organisations might have been requested to supply information to the department. Some members of the community are dubious about the activities of some social clubs.

I understand that a working party is currently considering the Lottery and Gaming Act regulations particularly in relation to hotel social clubs. Who comprise the working party and have they had any discussion with the Australian Hotels Association in regard to the activities of hotel social clubs particularly in relation to games of instant bingo and beer ticket machines?

The Hon. M. M. Wilson: The working party is chaired by the Director of Recreation and Sport and comprises representatives of the Australian Hotels Association, the Australian Institute of Fund Raising, the Licensed Premises Division of the Department of Public and Consumer Affairs and the Police Department. The report of that working party is now with me. As the member for Gilles realises I have expressed concern in this House about the running of small lotteries in hotels, particularly in view of the fact that the proceeds of those lotteries are supposed to go to charitable and sporting or recreational purposes. In fact, the member for Gilles will be as aware as anyone else is that much of the proceeds go to social clubs within those hotels and there is the rather delightful category called, 'miscellaneous'. The matter involving proceeds going to those two areas is causing concern and the working party has addressed this problem.

I have only just received the report, which I am studying at the moment. At this stage I am not in a position to say what action we will or will not be taking on its recommendations.

Numerous investigations have been carried out into small lotteries (and I was perhaps remiss in not advising the member for Gilles of this) on a considerable number of occasions this year. I have authorised the penalties under the Lottery and Gaming Act against various operators, particularly bingo operators, because they have transgressed the rules. Penalties usually relate to refusal of the right to carry out bingo on those particular premises for a period of, say a week, two, three or four weeks, depending on the seriousness of the offence. We try to be sensible in the application of these rules, but there is no question that some organisations (there are football clubs in this category as well as many other clubs) who do break the rules, knowing full well that they are doing so. In fact, they are allowed to offer only a certain percentage of prize money and that is one of the rules that is broken quite often, I believe.

Mr BECKER: I've been complaining about that for months.

The Hon. M. M. Wilson: I am trying to tell the Committee that we are now doing something about it and I regard it as very important. Where it is found that a mistake has occurred, and it is a minor administrative mistake and the people concerned were not aware that they were breaking the rules, then of course some compassion is shown. That is the sort of investigation that my officers carry out from time to time, both on a spot-check basis and on a regular basis. Some 18 months ago, I was so concerned at the seeming ignorance of the community at large as to the rules of the Lottery and Gaming Act that I instructed my officers to prepare a pamphlet which could be handed out to every applicant for a lottery or bingo licence so that they could be under no illusion as to the rules. I did that as a sort of public information activity.

Mr SLATER: I appreciate that answer because it has also been of concern to other people in the community, particularly those persons or organisations who do do the right thing. The hotel social club aspect has concerned not only me but also the member for Whyalla, who has raised this matter in the House on a number of occasions. How long do you anticipate it will be before action is taken regarding the working party's report?

The Hon. M. M. Wilson: It is difficult to give a time on this. I have one big worry with the whole question and that is that social clubs in hotels are groups of people who get together for common enjoyment. I do not want to discourage that activity but, on the other hand, we cannot allow the present situation to go on. Somehow we have to find the line which preserves the right of people to get together for common enjoyment and not to over-regulate, because that is against the Government's policy. I received the working party's report only on Friday.

Mr SLATER: Will it be made public?

The Hon. M. M. Wilson: Not at this stage. The report will be made public, I imagine, when the Government has made a decision on it. There is no doubt that legislative changes will be needed and therefore I will have to go to the Government and make certain recommendations, when I have decided on them, and then legislation will have to be drafted. That could take several weeks, but all I can do is assure the member for Gilles that I regard the matter as important and urgent.

Mr GLAZBROOK: I would like some clarification of page 43 of the yellow book relating to road safety. Can you tell me what personnel are included in the 'Road Safety and Motor Transport Division', with special reference to the Road Safety Centre.

The Hon. M. M. Wilson: I will ask the Director-General to give you the figures, assuming you mean the Warradale establishment?

Mr GLAZBROOK: Yes.

Dr Scrafton: The sub-programme total involving pages 42 and 43 covers the staff of the Road Safety and Motor Transport Division, that includes one or two individuals in the head office, the people at the Road Safety Centre at Warradale, the staff at Regency Park, who are also part of the Road Safety and Motor Transport Division, plus some of the staff in the Motor Registration Division, including licence examiners. School and child safety services, and road safety promotion staff would all be involved, plus a share of the others. The actual number of field officers at the Road Safety School is, I think, 17, plus one senior field inspector.

Mr GLAZBROOK: I note a reduction of one staff in the driver education. Is that from the Warradale area?

Dr Scrafton: We will check that out and give the honourable member a reply.

Mr GLAZBROOK: I note on page 43 that receipts are shown as being \$1 672 000. What receipts involve from instruction given at the Warradale centre?

The Hon. M. M. Wilson: This would include receipts from those students involved in the student-driver plan who pay for their two or three week course at Warradale and the receipts coming from people doing defensive driving tests, and the like.

Mr GLAZBROOK: Is there a breakdown, or does all that money come from that one operation at Warradale?

The Hon. M. M. Wilson: No, only \$25 000 to \$30 000 comes from the two areas I have mentioned, and I will get the honourable member a breakdown of that sum. The regulation of commercial bus operations and things of that nature are all included in the \$1 672 000. Is the honourable member requiring a more detailed breakdown of these figures?

Mr GLAZBROOK: I seek details of the receipts and outgoings of the driver instruction centre.

The Hon. M. M. Wilson: We will obtain that for the honourable member.

Mr GLAZBROOK: On page 60 of the yellow book we see the comment in relation to specific targets/objectives for 1982-83: Establish a system of operations review to facilitate regular efficiency audits within the Department of Transport. Does the department also conduct internal financial audits? How many people are involved in the internal auditing of the department, and how many sections or divisions of the department does the audit cover?

Mr Collett: The financial branch of the department undertakes a financial audit. It is very much an *ad hoc* procedure at the moment and is undertaken when a particular problem arises in a division or a branch at which time we send in a finance officer. In the finance area we have a staff of seven, and we would send in the senior officer or his off-sider to do an internal financial audit of the area in question.

The Hon. M. M. Wilson: I should also add that the Motor Registration Division has internal auditors in addition to those mentioned by the Director and, of course, the Highways Department has them as well.

Mr GLAZBROOK: I refer to the revenue collection service for other Government agencies and I note in the explanatory description on page 58 of the Programme Estimates the enormous number of transactions undertaken on behalf of the E. & W.S. Department, the Marine and Harbors Department for boat registrations, and so forth. What criterion is used in regard to the establishment of commission fees for making those collections?

The Hon. M. M. Wilson: What do you mean by commission fees?

Mr GLAZBROOK: I refer to commission fees that the department receives. I am aware of the fact that total receipts for that programme amounted to \$840 000 which, after expenditure, amounted to a profit return of \$499 000.

The Hon. M. M. Wilson: The commissions are negotiated with the Government department concerned. Bearing in mind my reply to the member for Hanson, I suggest that there is no point in the Government's introducing any sort of licensing system where the cost of collection will be more than the revenue receipts. Individual departments are negotiated with on the basis of commission that should accrue to the Motor Registration Division for the work that it performs on behalf of another department.

I would be happy to obtain for the member for Brighton details of the commissions that the Department of Transport receives from the E. & W.S. Department, the Marine and Harbors Department, the S.G.I.C., and so on. The honourable member will then be able to see for himself their effect on the total programme. I should also point out that we must look very closely at this service that is provided to the public. I believe that it is imperative that the Motor Registration Division, through its branch office structure, provide these services for other Government departments, although when the cost of providing those services begins to affect the road budget we must be very careful. Therefore, I would look very closely at a proposal before I would allow the division to take on any additional agencies for other Government departments, because I believe that further responsibility for collecting for other agencies can get to a stage where it becomes unfair to staff, as they already have their normal jobs to do, such as processing registrations and licences, not to mention load rating and the like which is a very important job on its own.

We should make efficient use of Government resources, but I stress the fact that I would look very closely at a proposal before taking on any further responsibilities if I thought that such a proposal would reduce the efficiency of the department in its dealings with the public when carrying out its prime responsibility.

Mr HAMILTON: In regard to the Department of Recreation and Sport, is it the intention of the Government to introduce T.A.B. agencies into hotels and/or other places in South Australia? Further, what negotiations, if any, have taken place, and with whom? If such agencies are introduced what commission fees would be payable from such outlets, and what would be the likely effects on the staff of the existing T.A.B. agencies following the introduction of agencies at places other than those already existing?

The Hon. M. M. Wilson: First, I want to introduce to the Committee the Chairman of T.A.B., Mr Powell and the General Manager of T.A.B., Mr Barry Smith. The T.A.B. follows guidelines issued by me to provide an efficient service to the punter. In this respect the T.A.B. is to investigate all methods of raising T.A.B. revenue, because it is only by raising T.A.B. revenue that the racing codes will be assisted in getting themselves out of financial problems. I will not go into that matter at this stage, but I point out that some of the measures which are to be looked at by the T.A.B. include the matter of commissioned agents, which has already been referred to in the House by the member for Gilles, and the extension of the T.A.B. franchise to hotels. That would certainly not occur without Ministerial and Cabinet approval. Perhaps I should ask the Chairman of T.A.B. to answer those more specific questions raised by the honourable member.

Mr Powell: At present the T.A.B. has no plans to introduce betting agencies into hotels. The T.A.B. has looked at the matter extensively in the past but has decided to defer the proposal to a future date. The reason for this concerned the way in which it was operated in New South Wales (which

was the system we were endeavouring to copy) which was declared to be illegal. The system there consisted of a publican with a telephone account who was betting on behalf of his clients. That is what we were looking at previously. However, since then we have become aware of a new machine, which is in its embryonic stage, which could be of interest to us. This is a self-service machine, so to speak. It has not been developed sufficiently to meet our requirements, but we are looking at it very closely. Any move to introduce betting into hotels or licensed clubs would be referred first to the Government, as the Minister pointed out. Such a proposal would be based around this new machine which we believe will be available in the next six to 12 months.

Mr HAMILTON: What discussions have been held, and with whom, in relation to this matter?

Mr Powell: I am not aware of any discussions that took place officially. The Government, of course, consulted with those involved in similar activities in other States concerning their experiences in introducing betting into licensed premises, but I cannot recall the matter being discussed at any specific level, either officially or unofficially.

The Hon. M. M. Wilson: I think, I ought to give the honourable member an assurance that, before any such move was contemplated, or before the T.A.B. would make recommendations to the Government, discussions would take place with all interested parties in the community.

Mr HAMILTON: I do not want to be offensive, but from where did this idea come? Did someone just pluck it out of the air? What took place, what discussions were held with whom, by whom and under whose direction? What was the point of the exercise? There must have been discussions with some people; some people must have made a submission to the T.A.B. or the Government. Who was involved in these discussions, and for what purpose?

Mr Powell: I do not think anyone was particularly involved other than the T.A.B., who found out that New South Wales was doing it. We thought that it might be a good idea, and we looked at it. It was just as simple as that.

The Hon. M. M. Wilson: There were no instructions from the Government at all, other than the general instruction that the T.A.B. was to become as efficient as possible. Obviously, when something occurs in another State, it is investigated. It does not mean it is going to become the rule in this State at all; it just means it is investigated.

Mr SLATER: Did it include discussion with the Australian Hotels Association, for example?

The Hon. M. M. Wilson: Not at this stage because, as I understand it, the proposal is not even up to a stage where it would be discussed.

Mr Powell: We are not in any state of advance at this stage in discussions with the hotels association.

The Hon. M. M. Wilson: But it would be done, of course, before it was ever put to the Government.

Mr HAMILTON: Is there a shortage of computer programmers within the staff of the T.A.B.? I am led to believe there is a shortage of some five, and if so, why? Is it the intention to replace those people? Whilst it is my last question, I ask the Minister what information from the Motor Registration Division is provided to bodies other than the Government departments for use in the business area?

The Hon. M. M. Wilson: I will ask the Chairman to answer that. I would like to let the honourable member know, if he is not already aware, that at about the time of the Riverton incident, it was coincidental that the T.A.B. did commission a review study of their operation. In it, various organisational changes were recommended, including the computer side. I will ask the Chairman to give the honourable member the details he wants.

Mr Powell: I think it is well understood that, where there is a fairly large staff of computer people, the turnover is

enormous. And we have experienced that too. They are always looking for some new challenge. It is not always easy to get replacements for them, so at any given time the possibility is that we are running one or two short on staff. On the other hand, we have had staff down there which was employed for the principal purpose of installing the computer and having got it running now in an exceptionally good fashion, those people perhaps are not as gainfully employed as they should be. We are now doing what is called 'management information services', and that sort of thing, but overall I think that we would in the next 12 months reduce our computer staff.

The CHAIRMAN: The honourable member has a second question.

The Hon. M. M. Wilson: I can answer some of that and the honourable member can seek more information if he wishes. The supply of information from Motor Registration Division records is a serious matter, and the Minister has to be very careful that when information is supplied, it does not breach the privacy of individuals, and the information that is supplied. The honourable member mentioned the commercial sector and, I think, although I cannot recall the exact name, but the Federated Chamber of Automotive Industries or some such body which monitors new car sales throughout the Commonwealth. Those people are supplied with a list of new car sales, but names of individuals are not included in that information. A strict set of guidelines has been issued to the Registrar of Motor Vehicles by me and, indeed, by my predecessor as to what information can or cannot be supplied to individuals and to private organisations.

Mr HAMILTON: What fees are payable?

The Hon. M. M. Wilson: I cannot answer that.

Mr Collett: There was a search fee. Basically it is a service they give.

Mr RODDA: I would like to ask the Minister a question, on page 32, about air transport planning. I notice that there was a shortfall of \$1 000 last year, and it is proposed on the current expenditure and capital expenditure that there is going to be expenditure of \$100 000. On page 30 of the yellow book the following comment is made:

Although there will be a \$36 000 increase in capital expenditure on air transport planning in 1982-83 to deal with the current issues surrounding the development of the Adelaide Airport, the overall capital funding of the Transport Planning Division has declined . . .

Whilst there is a decline in the expenditure on planning, I particularly want to ask a question about Adelaide Airport, which is one of the Minister's major initiatives this year. It must be envisaged that this will be an initiative that will pay off, although the Minister could be faced with some additional expenditure or expense not planned at this stage to take up what may be required in a successful venture. Can the Minister comment on that?

The Hon. M. M. Wilson: The advent of international services to Adelaide Airport in the next few weeks is a tremendous boost for this State, and I thank the honourable member for Victoria for his remarks. I think it is one of the most important initiatives of the present Government to have obtained this service for South Australia, and I am sure that the South Australian traveller will benefit not only in terms of reduced fares and reduced time in taking overseas trips, but also it will be a tremendous boost for our tourist industry, and we have already seen some benefits of that already.

The allocation in the capital account for extra moneys on air transport is because we were prepared to go into negotiation with the Commonwealth Government on the question of local ownership of Adelaide airport; in other words, whether the State Government would own the airport, with

the Commonwealth still being responsible for air navigation and safety, or whether the situation would remain as it is. At present, I have given a statement, or made the statement in this House that I would not be prepared to recommend to the State Government that we do take over the ownership of the airport if, in fact, it was going to mean a financial drain on the State Government. I just say that before the honourable member for Gilles follows up the question, I feel strongly that I would not be prepared to recommend to Cabinet that we take over the airport if it is going to be a financial drain on this State's resources.

The Director-General can correct me if I am wrong, but I believe that the Commonwealth will pay half of the cost of these studies. In conjunction with the Commonwealth, we are undertaking a very expensive study to see whether or not there is any feasibility in taking over ownership of the airport.

Mr RODDA: Will the Minister indicate to the Committee whether there are any plans henceforth for an alternative site, which ultimately must be a very good thing for the centre of this great continent?

The Hon. M. M. Wilson: The State Airfields Committee, which is a joint Commonwealth/State committee of officers, met in Adelaide only last week. I am happy to tell the member for Victoria that the question of the delineation of the alternative site is imminent. The problem is that, as the alternative site is envisaged to be the Virginia/Two Wells area (and that is not news to anyone in this place), there is trouble in regard to airspace requirements for the Edinburgh Airfield. I am quite pleased to give this information for the benefit of the member for Hanson also.

We have undertaken negotiations with the Department of Defence in regard not only to airspace requirements for Edinburgh but also to the Port Wakefield range. It is not just a simple matter of going out and saying, 'There is a lot of vacant land, with few buildings nearby. We could bring in zoning provisions to prevent subdivision of land into anything less than 10 hectare blocks and impose height limits on any buildings.' It is not quite as simple as that. I hope that an announcement of an alternative site will be made before Christmas, but I must tell the member for Victoria that we will not be able to survey the site by then, although we should be able to delineate within a very confined area where the site will be.

Mr RODDA: I am sure that that information is heartening to South Australia. Has thought been given to fast corridor roads that would enable speedy movement to and from the city?

The Hon. M. M. Wilson: I am pleased that the member for Victoria has asked that question because, whereas I think most of us would be pleased to see a new international airport in the northern area, I have always been somewhat worried that the provision of a freeway-type road to that facility might increase road deaths. That is always something we have to take into account. These installations bring great benefit to a State but, in providing the facilities some 14 kilometres from the G.P.O., I would be very upset if all we did was to increase the road carnage in South Australia.

I mention that to the honourable member, because I appreciate his question, and to let him know that, once again, it is not a simple matter but one in which many things must be taken into account. Of course, if and when the airport is built in that area, adequate access must be made for both public transport and individual passenger transport.

Mr GREGORY: The yellow book (page 43) shows that a little less than \$300 000 was allocated in 1981-82 for vehicle regulations; and \$506 000 was expended, an over-expenditure of \$208 000. In 1982-83 \$432 000 is proposed, with capital expenditure of \$34 000. The number of people to be

employed is two more than planned, but six more than the actual employment. I understand that Parliament will shortly agree to a Bill to provide for more frequent inspections of passenger buses and the continuation of random tests, which I believe would require more people to inspect the buses. There seems to be a discrepancy where the allocation is less than that of last year, when there was no random testing.

The Hon. M. M. Wilson: The increased allocation of \$506 000 and the proposed \$432 000 is taken up with the outfitting of the Regency Park bus inspection station, which comes under a recurrent line because, in fact, it is paid for out of revenue rather than from the Loan funds. The money is taken from the special road safety funds, which are available to the Government, and the Director of Road Safety and Motor Transport has been directed that that money is to be repaid into those funds as the Regency Park bus inspection station proceeds and inspections are paid for at that facility. I will ask the Director to explain the question of employment levels.

Mr Collett: The discrepancy that appears in employment levels represents an adjustment in 1981-82. We proposed a staff of 17, but four of those people were assigned to planning and research, leaving a staff of 13 for the year in the area of vehicle regulation. The 19 staff proposed for this year includes additional staff that will be necessary for the increased functions that will be performed at Regency Park. Those people will be inspectors, yard men, and so on.

Mr GREGORY: That explains some of the reasoning, but I would have thought that revenue expenditure should not include capital expenditure. I believe that the equipping of the Regency Park centre would come under capital works. How much of the sum comes under capital works?

Mr Collett: The sum of \$250 000 was allocated for outfitting of the Regency Park centre.

The Hon. M. M. Wilson: That money came from the special road safety allocation held in the Highways Fund which is, in fact, a Revenue Account. The money comes from a Revenue Account, and that is why it comes under recurrent costs.

Mr GREGORY: In 1981-82, \$302 000 was proposed for regulation of commercial bus operations; \$118 000 was expended, and \$129 000 is proposed this year. Proposed employment was 12 in 1981-82, with actual employment of five, and proposed employment this year of five. What is the situation in that regard?

The Hon. M. M. Wilson: I understand that, that section of the S.T.A. operations was transferred to the Department of Transport. No doubt the member for Florey remembers that that occurred, because of his previous membership on the S.T.A. board. I will ask the Director-General to give the exact figures in regard to the transfer. However, I point out that not all of the staff members were transferred, and I must make plain to the Committee that the staff were given an option: they were not forced to transfer, but were given the option of transferring to the Department of Transport.

Dr Scrafton: Twelve individuals were actually transferred from the old regulation division of the S.T.A., and five staff members are accorded with the function of regulation of commercial bus operations. Some of the 12 staff members have been reassigned tasks within the motor safety and transport division, and appear elsewhere in that column, hence the variations that were pointed out in regard to vehicle regulation not shown elsewhere, from 17 to 13 and up to 19. There has been a re-allocation between individuals.

I would be happy to put that in writing for the honourable member because that is actually fairly confusing for us. It is simply a reassignment of people. For instance earlier we spoke about the Road Safety Centre. One of the people who was originally a S.T.A. employee has been reassigned to road safety tasks within the Director's office, so he would

be one of the reductions from 12, and so on. I will get the details of it. As far as we are concerned the five people carry out the task of regular bus licensing, transport licensing and tour and charter bus licensing. It is called the 'Regulation Branch' of the department.

Mr GREGORY: Is that fulfilling the total operations the S.T.A. used to have in respect of the licensing of commercial buses and operations?

Dr Scrafton: Yes. It is a small group within the S.T.A. regulation division which was clearly assigned to regular bus licensing and charter bus licensing. Those particular individuals are exactly the same. The head is Peter Ryan and he has some clerks. In addition, two of them would be inspectors who would have been shifted elsewhere in our breakdown. One inspector still exists but he does not appear in the five. He would be shown along with inspection staff within the department.

Mr GREGORY: Would he be in the 13 and the now planned 19 of the vehicle regulations?

Dr Scrafton: Yes, I would have thought so. I would need to confirm that but I think that is a reasonable assumption.

Mr GREGORY: On Page 35—

The CHAIRMAN: Order! The Chair is showing the member for Florey some tolerance.

Mr GREGORY: On page 35 there is an allocation for \$129 000 for the Police Department. The actual expenditure was \$46 000 and it is now planned to spend \$51 000. What were you doing with the Police Department?

The Hon. M. M. Wilson: I think we ought to get more detail for the honourable member. The Police Department carries out some driver testing for us. It is a diminishing role. I would be happy to get the detailed figures of how many were tested, etc. and in what fields. We use the Police Department mostly in the country areas. The honourable member will be aware that some people go for driver testing in country areas and the Police Department carries out that testing on our behalf. A person being driver tested in the city goes to the Motor Registration Division branch and would be tested by a motor registration examiner. In fact, it is a dual system; the police do some of it and the Department of Transport does the rest.

Mr BECKER: Page 66 of the yellow book refers to the agency overview in relation to the State Transport Authority. We are advised that this year the total expenditure for the S.T.A. is \$138 880 000 which represents an increase of \$24 788 000 on the 1981-82 financial year's total expenditure of \$114 092 000. The variations are mainly due to increases in total expenditure which apply generally to all programmes. They include the carry over effect of salary and wage increases awarded during 1981-82, which accounts for an increase of \$3 009 000. There is also the increase in loan interest payments due to an increase in borrowing from the State Government and semi-government bodies which account for an increase of \$728 000. It goes on to talk about additional costs, including leasing payments and the like.

The actual cost of operating the S.T.A. was \$100 000 000 last financial year and it received income from traffic receipts of \$28 000 000, sundry receipts totalled \$3 800 000 and interest on investments raised \$5 800 000. The State Government made a contribution of \$55 000 000 but there was still a shortfall of about \$7 000 000. The information I seek is what is being done by the S.T.A. to reduce the huge losses incurred by it, not only in the last financial year but also in the financial year before that where the shortfall made up by the Government was \$4 400 000. We have had accumulated losses in two years of \$11 000 000 after substantial Government contributions. I understand that the Government will have to make up a huge contribution again this year. What are you doing to contain these losses?

The Hon. M. M. Wilson: I will ask the General Manager in a few moments if he would like to give a more detailed explanation. Generally, there are only two ways in which the so-called deficit of the State Transport Authority can be reduced.

The first and fairly unpalatable way is to increase public transport fares and the second is to bring in efficiency measures within the authority and to bring changes in the public conception of the way the authority works. That is quite important. For instance, it is very important, in boarding a bus, that the passengers board as quickly as possible. Therefore, in the design of our rolling stock we bring about improvements that enable an efficient boarding system by the public. It is also important to have as many fares as possible pre-sold to save the driver having to collect the fares. All this saves time which, when multiplied over the size of the fleet, saves buses. Every bus that we run costs us \$50 000 to \$60 000 a year to run, and that does not include the capital cost but includes the interest, wages, maintenance and the like.

It is a matter of becoming efficient or increasing transport fares. That is why the Government instituted last year a new system whereby off peak riders would pay a reduced fare compared with that paid by riders using public transport during peak periods. I will explain the reason for that. We need 850 buses in Adelaide to cope with peak loadings and in the offpeak period we would be extremely unlucky to need more than 400 or 500 buses. When it is realised that each of the buses costs about \$50 000 to \$60 000 a year to run, the point I am making will be seen easily. We introduced differential fares to encourage those people who did not need to but did ride during the peak periods to ride during the offpeak periods. We introduced the lower fares to get them to ride during the offpeak periods. By doing that the strain on the peak-hour periods and on the infrastructure would be reduced.

They are the moves that the authority can make in an attempt to improve the efficiency of the public transport system. There are other ways which can be quite controversial, for instance, it could be possible to have automatic ticket vending machines which, if introduced holus bolus, would necessitate a reduction in employment in the authority.

That is not something that would be done without negotiation with the authority's employees. They are the types of move that have been made overseas and can be made here. So, other than an increase in fares themselves, the only way to reduce the authority's deficit is to move towards bringing about a much more efficient public transport service. Mr Brown, do you wish to add any points to what I have said on efficiency?

Mr Brown: If we define 'deficit', that will help us with the problem. In simple terms, the deficit is the difference between operating costs and fares. If we want to get this deficit down there are two main areas and one is assuming that we are going to hold fares at the uniform level; the only other areas in which we can cut costs are the levels of service and improving efficiency internally. The member may not be aware that for any level of service, something like 80 per cent of costs are set, because award conditions are set, the cost of fuel is set, and the cost of tyres is set. All those types of cost are imposed upon us for any given level of service.

If we continue to run the services as we do at the moment, with the frequencies we do at the moment with early morning services and weekend services (and I am not suggesting for a moment that they should be amended), there is a minimum cost—something like 80 per cent of the total cost of operating the public transport system. So, if we want to reduce the deficit, something has to be done about reviewing the level

of services operated on any particular route, any particular area, and in any particular corridor.

I raise this issue because this is the main area that the State Transport Authority will be tackling over the next few years to make some dent in the deficit; that is, to review the way in which it is presently operating its services, review the level of service in all areas, making sure that all services are properly integrated, and matching our services to the origins and destinations not just of our existing patrons but of the potential ones who can help us fill up the buses perhaps on some of the routes where presently we have light loadings.

The Hon. M. M. Wilson: I think the committee would get an idea of the cost of the provision of the services if it realised that the taxpayer of this State subsidises every passenger on a bus on a normal week day to the tune of, I think, 60 to 65 cents a journey. That is the subsidy from the taxpayer. Taking the metropolitan train system, the subsidy is more than \$2 per passenger journey. Going into weekend services and late night services the taxpayer is subsidising each passenger to the tune of about \$5 or \$6, I think. It is an enormous amount.

Everyone wants better weekend services; everyone wants better late night services (with drink driving legislation that is obviously important), everyone wants better rail services. If we get an idea from those figures as to the amount by which each journey is subsidised, we get an idea of the cost of providing the services. The General Manager mentioned the origin and destination study. That is extremely important because, if we are to have accurate information as to origins and destinations, we can ensure that we programme the services (and we definitely need computer services) so that, as Mr Brown said, we do not get a situation where we have a bus running with only one or two or three passengers in it. That is what we are trying to do.

Mr BECKER: I wonder why it has not been done up until now. Why have we chalked up losses of more than \$250 000 000 over the last five years before getting around to thinking or talking about programming the services and providing the services? In the Auditor-General's Report, page 415, the Auditor-General, talking about management accounting, states:

With the aims of providing a more effective service to meet objectives and of improving management reporting and accountability, tenders were invited in June 1982 for the supply of computer hardware and associated systems software to replace the existing installation, which has been in operation since 1975.

Can the Minister say what the estimated cost of the new computer hardware and associated systems would be and whether this will provide the benefits he seeks for his department?

The Hon. M. M. Wilson: This was approved by the Government some months ago, and the General Manager informs me that tenders are now in and are being assessed. The overall cost will be in the order of \$1 000 000 (that is all up), but the authority is looking at the question of leasing.

Mr BECKER: My final question relates to loans. The State Transport Authority arranges its own financing and pays interest on its loans. I notice that there is a slight reduction in loans from the South Australian Government, from \$76 300 000 to \$75 500 000, but sundry institutions went from \$4 200 000 to \$5 100 000, so the level of loans was virtually the same for the last two financial years. Can the Minister give any indication of the average interest paid on those loans? If there is a reduction in interest, as currently suggested (that would probably be about 1 per cent or 1.2 per cent), what impact would that have and what benefit would that be to the authority?

The Hon. M. M. Wilson: The General Manager may correct me, but I envisage we pay the normal semi-government loan rate.

Mr Brown: I think that is correct, but that would have to be confirmed during the lunch break.

The Hon. M. M. Wilson: What about the question of reduction of interest rates? Do you see any signs yet?

Mr Brown: No, we have not noticed any signs yet because we are not in the loan market at the present.

Mr ABBOTT: In 'Contingencies, Administrative and Planning Division', the total vote is up by \$26 817. However, when one takes into account that last year \$14 279 was paid for the purchase of motor vehicles and \$5 731 for the purchase of office machinery and equipment, making a combined total of \$20 010, and that no payment is proposed for those lines under the division this year; the increase is almost exclusively in the first line. That increase is almost \$45 000 and I ask for an explanation of why this line, 'Administration expenses, minor equipment and sundries' is increased. For what purposes will that money be spent?

The Hon. M. M. Wilson: I should explain at the outset that the purchase of motor vehicles will now be handled through another department—Services and Supply. The purchases will be out of Loan funds, as I understand it, so that is why we do not find that on the line. That was not the question, but it was mentioned in passing.

The provision of \$20 000 has been made for payments for Mr Joselin, who is working for the department and who has a contract with the department to do work for the Government in the United Kingdom and in Europe. I must say that Mr Joselin's work has been immensely valuable already in regard to his work for the Department of Transport. Honourable members will recall that Mr Joselin has a good deal of expertise in air transport. He has carried out some work for the Government in the United Kingdom and in Europe, and has attended various seminars.

Also there is a provision of \$10 000 for the operation of the Management Services Branch. Funding for that area was previously provided under the Motor Registration Division estimates. The Management Services Branch comprises, in effect, half of my Ministerial department, but historically it has been housed in the Motor Registration Division. The allocation of its funds is more correctly now attributed to the Administrative Services Division.

Mr ABBOTT: Can the Minister explain the proposed transport research projects, for which an amount of \$100 000 has been allocated?

The Hon. M. M. Wilson: I very much regret that there has been a reduction of moneys for this purpose. If one considers the total Loan allocation and the amount allocated under the line to which the honourable member referred, one finds that there has been a reduction. In fact, as in all departments and divisions within the Government, a reduction has been made. In fact, a large reduction occurred last year and the year before regarding the Commonwealth grant for transport research and planning. That is something that I regretted greatly. When the Lynch Committee met the Commonwealth Government decided that it would do away with these types of grant to the States for transport planning and research, which I think is a great pity.

The projects concerned are divided into different groupings. I shall mention the groupings first. It was a policy plank in the Liberal Party's platform before the last election that it would have a metropolitan area transport review. Under that heading, various projects are being undertaken. We found it fairly impossible to spend a large sum of money under that one heading: expenditure had to be cut up into various subprogrammes, which I will explain to the honourable member in a moment. The Government is committed to energy conservation and there is an amount

allocated for that purpose under the heading of transport research and development. Further, there is the matter of infra-structure for the State's development. Of course the member for Spence would realise that the infra-structure provided by transportation in regard to development of this State is absolutely vital, and I refer to the developments in the North and to the Stony Point development for which infra-structure must be provided and for which we obviously must undertake research in the area of State development.

Then there is another area which covers the various scholarships and corporate planning provided by the department. The member for Spence would realise that, under the previous Government, Mr Virgo awarded various post-doctorate and other scholarships for transport research. The present Government has continued to provide those scholarships. That is a separate matter in its own right.

In regard to some of the projects that the honourable member mentioned, in the metropolitan area transport review programme there is a study being undertaken of the existing rail corridors. Also, there is a review on parking policy in the city; there is the bicycle evaluation, and a very important study is being undertaken jointly between the Department of Transport and the Highways Department, namely, the Adelaide road user maintenance study, which has been designed to identify the problems in the road area so that we can make policy decisions based on information received. About \$60 000 a year is allocated towards the maintenance of data-base which again, is a continuing programme which was carried over from the previous Government and which concerns the metropolitan Adelaide data-base plan. It is necessary to update that data from time to time.

Energy conservation is self explanatory. The Government is doing some work on contingency planning which is not a big line in regard to the the total amount allocated for research and development, but nevertheless, it is an important function. The Government is doing some contingency planning for a future energy shortage. I am sure that honourable members would think it remiss of the Government if it was not at this stage planning for how it would handle a serious energy shortage in the future, bearing in mind that it has been postulated by some that, if the price of motor spirit doubles, many people now using private cars will begin using public transport. I think that we all regard that as perhaps a desirable thing to happen, but if 10 per cent of people who presently drive their motor vehicles to work were to transfer to public transport, the system could only just handle it. That is the sort of contingency planning the Government is undertaking to make that an important part of our policy deliberations.

In regard to the area of State development, I have already mentioned the airport study. The Government is undertaking a study into airport noise. Also, there is the question of the transport of dangerous goods, radioactive materials, anti-disaster contingency plans; all that sort of thing must be taken into account. Further, there are studies concerning the infra-structure required at Eyre Peninsula, the Iron Triangle, and various other areas of the State that require consideration as far as transport infra-structure is concerned.

Mr ABBOTT: The Minister referred to Liberal Party policy and to a committee to review that policy.

The Hon. M. M. Wilson: I meant to say that one of the Party's promises before the last State election was that it would conduct a review into metropolitan Adelaide transportation. I am simply saying that a section of the research and development grant is concerned with studies on that matter. Before the present Government came to office, Mr Virgo commissioned a consultancy with Ecoplan International, which I think is a Paris-based firm, which inquiry became known as the Britten Report, which bears reading;

in fact, I supplied the honourable member with a copy of that report which, in fact, is part of a review of Adelaide-based transportation services. The Government is continuing with that work.

Mr ABBOTT: Following my earlier question, will the Government take note in future of the professional advice research projects provide, and act in accordance with such advice, or will it just toss that advice aside, as it did when it adopted the O'Bahn experiment?

The Hon. M. M. Wilson: Mr Chairman, I find that quite extraordinary that the member for Spence should make that statement. The Government did not ignore the advice of its officers at all. The honourable member will have received already copies of the original reports of those officers who investigated the north-east busway, and he will realise that they recommended to the Government the feasibility of the system, so I hardly think the Government is ignoring the advice that it has received. I will give an undertaking—

Mr Slater interjecting:

The Hon. M. M. Wilson: The member for Gilles can say that if he wishes, but I will give an undertaking, Mr Chairman, that I will give the advice of my officers and the reports that they produce, as much consideration as, in fact more than was given by the previous Government.

Mr ABBOTT: My final question—

The CHAIRMAN: The honourable member has already had three questions.

Mr ABBOTT: I have just clarified my second question. Mr Chairman, provision is made under the Administrative and Planning Division for research projects and again under road safety for the random breath alcohol test evaluation study, although some may argue that that is not really research; also, it is provided for in the Recreation and Sport Division. How then can the Government justify allocating \$800 000 for transfer research in the Loan programme? Is this splitting of research into both areas simply another of the Government's devices to hide the real mess that the State Government finances are really in?

The Hon. M. M. Wilson: Once again I have got to disagree with the member for Spence. This Government has introduced this system of budgeting so that honourable members can find out the information for themselves, and I said to my officers, when we went through these documents only the other day in preparation for this session, 'I almost wish that I was an Opposition member just for one day to have the opportunity to question the Minister, with all this information that has been provided.' I find that the member for Spence's statement is absolutely extraordinary. There is nothing to hide whatever. I will ask the Director-General to explain to the member for Spence how that line is worked.

Dr Scrafton: This is right; we discussed this under the revenue line referred to, but in practice most of the expenditure comes out of the Loan line. The \$100 000 in fact under Administration and Planning Division is simply a Treasury amount which remains there and is not expended on research during the year, but at the end of the year out of the Loan expenditures, a selection of projects which would not result in capital expenditure (such as economic analysis or the scholarships that the Minister referred to) is charged back against this line. Hence, the line always shows as \$100 000 and the expenditures invariably end up fairly closely because it is a matter of the Treasury balancing the revenue account book. Some of the other items that the honourable member referred to are specific to those organisations and are not normally a drain on the transport research and development budget, although there have been occasions when the road safety people, for instance, have not had the resources available to fulfil a requirement of the Government, in which case we may top them up out of R. and D. if that is possible, but that is usually at the expense of something else.

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

The CHAIRMAN: I have to advise that Dr Billard has replaced Mr Randall on the Committee.

Mr GLAZBROOK: Will the Minister say how many vehicles are now leased? According to the Auditor-General's Report, last year 20 Volvo buses were acquired through leverage lease financing and a further 20 are planned for this current financial year. How many vehicles are currently leased?

The Hon. M. M. Wilson: One hundred and twenty.

Mr GLAZBROOK: Are any buses leased for the charter transport services operation?

The Hon. M. M. Wilson: No.

Mr GLAZBROOK: The yellow book (pages 73 and 74), under the programme title 'Charter Transport Services', shows that the proposed receipts under 'Recurrent expenditure' for 1981-82 exceeded expenditure by \$3 000, yet a loss of \$128 000 was sustained in that area in that year. In the current year, it is envisaged that there will be a profit of about \$25 000. Will the Minister indicate the areas in which the operation sustained a loss last year amounting to \$128 000?

Mr Brown: The authority was overstaffed and had too many buses associated with the charter operation. It was principally the excessive overhead costs that caused the loss.

Mr GLAZBROOK: I note that no new Roadliner coaches were purchased last year. What is the current situation regarding vehicle stock and the age of the stock in the charter operation service?

The Hon. M. M. Wilson: I will ask Mr Brown to answer that question in detail. There was a proposal from the authority that five new buses should be purchased, but I turned down that proposal, because it is the Government's philosophy that we should not be in competition with the private sector. Having said that, I point out that the Roadliner operation of the S.T.A. is very good, and we are fortunate in regard to the staff. That is probably our greatest asset.

It could be argued that the authority should be directed to dispose of that operation because it is in competition with the private sector; however, I would not be prepared to agree to that action unless I was assured of the future employment of the men, because they are an asset that we need to preserve. Having said that, I believed that, in a time of financial stringency, when we need all the capital funds we can get from various projects, it was not wise for the authority to purchase new rolling stock for this activity. Perhaps Mr Brown could elucidate the question asked by the member for Brighton.

Mr Brown: We have 20 charter buses and previously we had 32. No new buses are on order.

Mr GLAZBROOK: The explanation of papers stated that 12 vehicles were sold during the year. Did the capital from the sale of those vehicles go towards offsetting the losses?

Mr Brown: No.

Mr GLAZBROOK: In that case, where did the capital go?

Mr Brown: It went to the assets reserve fund.

Mr GREGORY: The yellow book (pages 51 and 53) refers to the provision of sums for support for community organised bus services. In 1981, \$50 000 was proposed in this regard, \$30 000 was expended, and \$50 000 is proposed for 1982-83, yet in regard to the metropolitan area \$74 000 was proposed in 1981-82, \$96 000 was expended, and \$50 000 is proposed this year. Will the Minister explain the discrepancy in expenditure between the country and metropolitan areas?

The Hon. M. M. Wilson: If I give the honourable member a list of the various areas where the services will be instituted,

he will get the idea. Elliston is to receive an \$18 000 grant; Waikerie, \$17 500; Munno Para, \$17 500; Walkerville (which is a share scheme with Prospect) \$3 350; Port Pirie, \$16 000; Adelaide (and these are local government areas), \$11 360; Mitcham, \$5 680; and Mount Barker, \$5 680, making a total of \$95 070, of which Munno Para, Walkerville and Adelaide are metropolitan areas and Elliston, Waikerie, Port Pirie and Mount Barker are country areas.

The country town bus services are really extensions of the metropolitan transport system to the country, and we are funding on the following basis: Whyalla, \$228 400; Port Augusta, \$53 300; Port Pirie, \$31 500; Port Lincoln, \$15 200; Mount Gambier, \$22 600; and Murray Bridge, \$15 000, making a total of \$366 000 (according to my figures).

Dr Scrafton: The figure of \$366 000 was as at September 1982, whereas the Budget figure is a month or two earlier. The figures that the Minister quoted are up to date, as of recent estimates, and total \$366 000. The figure of \$344 000 applied at the time the Budget was prepared.

Mr GREGORY: The yellow book (page 45) shows that there is a proposed capital expenditure of \$3 000 in regard to a programme for handling dangerous goods and substances. What does that involve? What is the Government's programme in regard to handling dangerous goods and substances?

The Hon. M. M. Wilson: The Director of Transport and Planning, Dr Ian Richards, is the departmental representative on various bodies dealing with the transportation of dangerous goods, and this sum covers his travel expenses and the like in attending those various committees. Dr Richards attends some Australia-wide committees, as well as working in this State. I suppose programme and performance budgeting is a system of pulling out one facet of the work that we do and laying it in front of the Committee. That is why this is included in the Loan line.

Mr GREGORY: When is it expected that that work will be completed?

The Hon. M. M. Wilson: It is an on-going process. The code for the transport of dangerous goods is an Australian Transport Advisory Council function, if I remember rightly, and I believe that all the work has been completed. The code will be picked up by Australian National, the road transport industry, and the like, in regard to the transport of dangerous goods. There is an impact on many departments, not only on the Department of Transport but also on the Health Commission, the Department of Industrial Affairs and Employment, and the Department of Environment and Planning. Dr Richards is our representative on those working parties.

Mr SLATER: I can hardly believe it to be true that a feasibility study is being conducted in respect of the Adelaide Airport. I may have misunderstood the Minister, but I thought he said that such a study was being undertaken as regards whether the airport should be controlled by the State Government. Will the Minister say whether a feasibility study has been or is being undertaken on this question?

The Hon. M. M. Wilson: I can understand the honourable member's problem. When this State Government negotiated with the Commonwealth Government for the installation of international-standard facilities at Adelaide Airport, the Commonwealth Minister said, although it was not a precondition, that his Government would like to talk to us about local ownership of the airport. The Commonwealth Government has a local ownership plan whereby it would like airports, mainly airports in country areas and provincial cities, to be owned by the local governing authority of that area. This desire applies in many parts of Australia and certainly in respect of South Australia. The Commonwealth Government, under such a plan, would subsidise the provision of those services. In our negotiations with the Com-

monwealth Government leading up to the provision of the facility that will be opening in a few weeks, the Commonwealth Minister said that he would like to talk to us about local ownership of Adelaide Airport. In reply, I said that the Commonwealth Government could talk to us if it liked, but that I would not be rushing into a recommendation to State Cabinet that we agree to such a suggestion. However, the Commonwealth Government accepted that on the basis that we do some work on the proposal before the project proceeded.

In reporting on the proposal to the State Government, I said that, as I saw it, without having detailed information available, the State Government would be unlikely to take over ownership of the Adelaide Airport because it would be a drain on revenue here and we would not be party to that. I said, however, that to do justice to any talks we must have a basis from which to argue, so I instructed the Director-General to initiate a study into the financial effects of local ownership of the Adelaide Airport. I have not received the result of that study, which is necessarily a big one: it takes into account the possible Commonwealth retention of air navigation and safety requirements, possible State ownership of buildings, franchise arrangements, and what type of body would be required to run such an airport. However, I am not hopeful that such a study would show that we should be interested in taking over the airport, and I want to make that plain.

Mr SLATER: What attention is being paid to and what money is being spent on security in T.A.B. agencies in providing safety for employees? Some agencies have no mesh guards on the front of the counter. The Minister may recall that only last week a hold-up occurred at the Clearview agency, and I understand that a person jumped the counter as there was no mesh guard to protect the employee on duty. Some T.A.B. agencies are opening for longer hours, some until 9.15 p.m. on Thursday and Saturday. These hours can only increase the risk of hold-up and place in jeopardy the physical well-being of employees. What action is being taken to ensure that staff of the agencies are adequately protected in the circumstances I have outlined? I point out further that the later closing time of some agencies may increase the risk taken by T.A.B. employees. Will the Minister say how many hold-ups have taken place in T.A.B. agencies during the past two years?

The CHAIRMAN: Before allowing the Minister to reply, I take it that the honourable member does not want him or anyone assisting him to disclose information that could help people having a criminal intention.

Mr Powell: The T.A.B. has taken rather extreme precautions in taking adequate security in its agencies. Apart from camera surveillance, which has been used for a long time, we were the first people in Australia to introduce a time-locking system on our safes. This enables the device to be set so that the safe cannot be opened until a time fixed by the agency officer.

Since we introduced that device almost three years ago, we have not had even one hold-up in our agencies until the one that occurred at Clearview last week. There has also been a hold-up while the money was being transported to the bank, and there has been a case of an agency manager being held up outside the agency after she locked up.

Our time-locking device has been so successful that most of the other States are now using it. We have not had any hold-ups as a result of the later closing of the agencies. Indeed, the hold-up last week occurred at 7.37 p.m., before the previous closing time.

Mr SLATER: What about protection by means of a mesh guard?

Mr Powell: The modern agency we are developing is aesthetically attractive to our patrons and does not provide

for a mesh guard. We have consulted many people, especially our own staff, regarding the modern design. Further, before we opened certain agencies for a longer period, we deliberately sought the view of our staff as to their reaction to our opening until 9.15 p.m., and no-one complained; nor has anyone complained about the absence of a mesh guard.

Mr SLATER: Is it likely that the proposal for commission agencies will proceed? What is the purpose of the proposal? If its purpose is to reduce costs, where will the savings occur?

The Hon. M. M. Wilson: The proposal for converting some of the agencies to the commission agent system has been deferred indefinitely. I think it is a pity that this is so, but most of the agents were not particularly interested in joining the system. I have told the honourable member during sittings of the House that no one will be forced to become a commission agent. I said that the agents would be consulted and invited to become commission agents and that they would be told there would be no compulsion to do so. I think at that time the member for Gilles did not necessarily believe me, but that was a statement I made, and that is what has happened. As I understand it, only three of the people consulted were interested in taking up the offer, so it has been deferred indefinitely.

Mr SLATER: The Auditor-General's Report refers to a sum of \$359 437 as being a sub-agency loss which resulted from an incident at the Riverton sub-agency. Is this to be written off, or will action be taken against the person responsible to recover the loss? Can the Minister explain why that sum is shown as an expenditure in the income and expenditure statement?

The Hon. M. M. Wilson: I will get the Chairman to answer the question in detail, but action has been taken to recover the loss, although whether or not we will be successful is another matter.

Mr Powell: The amount was written off in the accounts for the year ended June 1982. It is shown as a separate line in the account where it has been written off as an agency loss.

Mr SLATER: I also asked whether any action is being taken to recover the loss.

Mr Powell: Yes, two actions are pending before the court: one is against the agent at Riverton, and the other is against the punter. They have both been listed for hearing in the court but unfortunately they are deferred each time they come up and they are still being deferred.

Mr SLATER: Is it a civil action or a police action?

Mr Powell: It will be a police action.

Mr SLATER: Against both parties?

Mr Powell: Yes.

Dr BILLARD: In relation to the S.T.A., I notice in the Auditor-General's Report that the figures for the year ended 30 June 1982 indicate that the total traffic receipts against the total cost of the operation were 28 per cent, which is a relatively low figure. I understand that that figure is marginally lower than that for the previous year which was 28.6 per cent. That means that we are recovering less of the operating costs of the S.T.A. in fares each year. I am asking for the breakdown into bus, tram and rail services. I understand that this breakdown has been done previously and it has been shown that each bus passenger is subsidised by 65c, each tram passenger by \$1.30 and each rail passenger by some other amount. What are the current figures in that respect?

The Hon. M. M. Wilson: I gave some rough figures this morning before the honourable member came into the House. I did not give the total percentages, and the General Manager might have them. I understand that the rail system accounts for almost half the total deficit and carries about 17 per cent of the total number of passengers.

Mr Brown: For bus and tram (compared to our total costs and not to operating costs) the percentage return budgeted for 1982-83 is 23 per cent traffic receipts only, as a percentage of the total operating costs. The figure in the Auditor-General's Report includes all revenue to the authority as a percentage but the actual traffic receipts from bus and tram, compared to the total operating costs, is 23 per cent. In 1981-82 it was 22.3 per cent, and in 1980-81 it was 23.6 per cent. For the past three years train receipts as a percentage of total costs of the operation were: 1982-83, 5.63 per cent; 1981-82, 5.68 per cent; and in 1980-81 it was 5.33 per cent.

Dr BILLARD: My other question about the State Transport Authority relates to a comment on page 65 of the yellow book, which states that amongst the key issues likely to have significant impact on the authority's operations are improved management systems for use by management and increased management accountability. What precisely does that mean?

The Hon. M. M. Wilson: We did discuss this morning the acquisition of the computer but the General Manager could perhaps expand on what management services are involved and the time table for their introduction.

Mr Brown: Management information systems are systems to be set up to provide day-to-day management data. At the moment we are not able to provide middle management or supervisors with adequate control data, and that is the purpose of setting up the management information systems. Unless we have those management information systems, supervisors and middle management will not be able to compare their budget allocations with actual expenditure or man-hours spent or man-hours still available, comparing budget with actual figures. We cannot do that at the moment, and until we can staff cannot be held fully accountable for decision-making or for their activities.

Mr HAMILTON: On 22 May 1981 an article appeared in the *News* stating that the State Government had approved a plan to redevelop the Adelaide Railway Station, and that 12 major consortiums had offered to develop the site. Mr Harris, then from the S.T.A., pointed out that recent discussions with the S.T.A. included considering developing the site for use as an international hotel, a convention centre, an entertainment centre, a sporting complex, an aquatic centre, and a residential and commercial development. Mr Harris said that local, interstate and international groups were interested in the railway station projects.

The article pointed out that the railway station building is a busy centre making it attractive for retail and commercial development. The article said that a number of projects would restore and revitalise the building, including the upgrading of the station concourse, a number of shopping concessions and renovation of the area along North Terrace, between the station stairs and the ramp with the modernisation of office accommodation and the redevelopment of the unused space. What has occurred with the 12 major consortiums? How far is that project down the track, or has it not been proceeded with? What upgrading has been done of the concourse? With the utilisation of the unused areas within the Adelaide Railway Station complex, will that be made available to commercial development?

The Hon. M. M. Wilson: I will deal with the question of the upgrading of the concourse. That really is a separate matter from the question of the consortia and various development plans for the whole air space above the railway tracks and part of the building itself.

I am sure the honourable member would want to compliment the Government on the appearance of the railway station now, as far as the facade is concerned. If he is complimenting the Government, I thank him for that. We are very proud of the work that has been done on the facade. There is a good deal of repair required, because the

facade was fretting rather badly. There is also work to be done on the concourse and, as I announced (I think last year or the year before even, it was quite a long time ago), there is to be rationalisation of services so far as the bistro and the like are concerned, with new kitchens and much better working conditions for the staff. If the honourable member wishes, the General Manager can provide him with more detail on that.

On the larger question of the 12 consortia and the applications for a total redevelopment of the area, yes, there were 12; in fact, I think there were 14 registrations of interest from which the authority selected four who submitted a plan for redevelopment of the whole complex. That plan included taking into account the fact that Australian National would eventually leave the Adelaide Railway Station when A.N.R. takes up its position at the interstate railway terminal at Keswick. The four consortia were selected by the board of the authority to carry out that particular job. I must say that the board of the authority was quite hard headed about the whole thing: it told the consortia that, if any of them were to be successful, payment for the studies that they were going to do would have to come out of the results of their success, so to speak.

In fact, in the end only one proposal was received from those four and that was from Pak-Poy and Kneebone. On the basis of their particular submission they were given, not necessarily a contract, but there was an agreement that they should be allowed 12 months in which to come up with financing and a scheme for the redevelopment of the whole of the railway station. That 12 months will not be up until next March and, at this stage, I cannot give the honourable member much more information on the matter.

Mr HAMILTON: On page 419 of the Auditor-General's Report it states that work is proceeding on the reconstruction of the Adelaide railcar depot to enable maintenance to be undertaken by the authority. Does this envisage a change in the arrangements with Australian National Railways re made available staff? If so, has the change been discussed with the unions concerned and agreement reached? To what extent will the change affect the work load at the Islington and Regency Park workshops? The Minister may also be prepared to elaborate on the refurbishing of the railcars; the upgrading of these cars, the anticipated cost to the standard of the equivalent prototypes and the cost of the first prototype upgrading.

The Hon. M. M. Wilson: I will ask the General Manager to discuss the question of the made available staff. On the question of the upgrading of the rail cars, all I can say is that I am rather horrified at the costs at this stage. Based on the S.T.A. work, it is about \$300 000 for the prototype. I do not think I can give the honourable member more. Certainly, no policy decisions have been made on that at this stage, but it is a very expensive upgrading.

Mr Brown: No decision has been taken on the staff that are manning the new railcar depot and no decision has been taken on their becoming direct employees at this point. However, there have been considerable discussions with the A.R.U., both at South Australian branch level, and with the National Secretary (Mr Taylor), about the whole of the made available problem. At this stage there has been no move by any of the people manning the railcar depot to become direct employees.

So far as the effect of the new railcar depot on Islington and Regency Park, the S.T.A. will be undertaking the normal E.N.F. services as we call them, the E.N.F. service on the 'red hen' fleet. The new railcar depot will be completely operational some time after the first quarter next year. In the meantime, the backlog of the E.N.S. services which has built up to about 60 cars requiring the complete E.N.S. service—that has been negotiated with Australian National

only in the last few days and A.N.R. will be undertaking the E.N.S. services over the next three years for us. No decision has been taken on what will be done after that, with any other additional work for Islington.

I should add that the three prototype refurbished cars are actually in the Islington workshops now and that work is being completed there. The new railcar depot will have no effect on the Regency Park workshops: it is a different type of work.

Mr HAMILTON: I have been informed that there are many railcars operating in metropolitan Adelaide which have motors permanently isolated because of mechanical failures. Further, I have been informed that there has been a shortage of parts for repair of those railcars. There are two 'red hens' without motors, the motors having been pulled out, and I have been told that those 'red hens' have been dumped at Mitcham. I have also been informed that there have been problems with the disc brake pads on the new 2000-class railcars and concern has been expressed about the number of occasions on which those 2000-class railcars have been utilised on Saturdays and Sundays; it was suggested to me that, due to the faults that I have mentioned, the 2000-class railcars are used only during peak periods. Will the Minister provide information concerning the validity or otherwise of those statements?

The Hon. M. M. Wilson: There were many allegations made in that rather long list that the honourable member has read out to the Committee. I regard some of them as quite serious and I would like time to enable my officers to provide a detailed report for the honourable member.

Mr HAMILTON: Another matter of concern to me is whether the Government has already conducted studies in regard to determining whether it can eliminate free travel for pensioners, unemployed, and other disadvantaged groups in the community who will be using S.T.A. services during 1983. If so, during which periods of the day will that apply? If this does occur, what is the anticipated increase in cost to pensioners who make those trips on S.T.A. services? Further, will there be re-zoning of fares, and under what system will that be instigated? What is the progress of these negotiations?

The Hon. M. M. Wilson: The honourable member seems to have more information on this subject than does the Minister. The honourable member's question pre-supposes that there will be fare increases.

Mr HAMILTON: I was simply asked to ask the question.

The Hon. M. M. Wilson: I am not reflecting on the honourable member. I am simply saying that the question pre-supposes that there will be fare increases. From wherever it came, I am amazed to hear the allegation that the Government has conducted studies concerning removal of pensioner concessions and the like. Certainly, I had instructed my officers to identify the amount of concessions that the authority, and indeed, the Motor Registration Division, provides to pensioners, the disabled and so on in South Australia. Because of programme performance budgeting it is extremely important that the public knows what concessions the taxpayer is providing to various groups in the community. But there was no ulterior motive behind that study other than the fact that I believed these figures should be made available. For instance, the honourable member would be aware that pensioners receive motor vehicle registration concessions. In the past that concession has not been identified in the Budget, because pensioners pay a certain amount, but the amount that they are saved is not identifiable. However, I have instructed my officers that in the future that sort of thing is to be identified in the programme performance papers, because I think taxpayers ought to know where their money is going.

However, the simple answer to the honourable member's question is, 'No'. I have not instructed that there should be a study concerning the removal of pensioner concessions on public transport. No doubt when there is another fare review, all fares and all methods of paying fares will be looked at. I point out to the member for Albert Park that the new fare system has been in operation for a little over 12 months. The Government believes it is a radical departure from previous fare systems and is an important initiative. We want to give it time to work and to see how it works.

Dr BILLARD: I refer to the allocation of an amount for the Adelaide bike plan. I must confess at the outset that I cannot find the relevant part in the Programme Estimates, volume 2, book 9. Perhaps the Minister or his officers can help me in that regard. I note that last year about \$82 000 was spent, which had not been voted, and that this year \$118 000 has been allocated (page 77 of the Estimates of Payments). Will the Minister say what is planned and to what extent the State can go in implementing a bike plan in Adelaide? I understand that such a plan would require the co-operation of local government as well. To what extent can the State proceed, with the co-operation of local government, and when can we expect to be at the stage of having a comprehensive bike plan that we can publicise?

The Hon. M. M. Wilson: The line to which the honourable member refers is 'The Adelaide Bike Plan'. As the honourable member correctly said, in 1981-82 there was an actual expenditure of \$82 000 for this purpose, and it is proposed that there be a further expenditure of \$118 000 during the current financial year. The honourable member will recall that the Government announced that it would be spending \$200 000 on a study which would result in Adelaide's having a bike plan, which would be the only capital city in Australia to have one. Certainly, parts of other cities, such as Geelong, have a bike plan, but the study for the bike plan is part of the initial planning for a total bike plan for metropolitan Adelaide. Of course, the amount of \$118 000 is the balance of the amount of \$200 000 originally allocated. I think it will be best if I answered the rest of the honourable member's questions by explaining what has happened. The consultants have now prepared their bike plan report which is now being distributed to local government for consideration and comment. Indeed, I have already received submissions on the proposed bike plan from many local government organisations. Some of the suggestions made have been very good indeed.

However, as the honourable member correctly pointed out, it will be necessary to find moneys with which to implement the bike plan. It should be borne in mind however that much of the establishment of the bike plan concerns education, enforcement and encouraging people to use it and not simply the construction of the bicycle tracks. There is much that can be done administratively without much extra expenditure. However, of course, the construction of bike tracks requires money. The honourable member can discuss that matter when referring to the Highways Department line (page 17 of the programme performance estimates).

The ACTING CHAIRMAN (Mr Rodda): Order! We are not now considering the Highways Department lines.

The Hon. M. M. Wilson: Perhaps I can refer to that matter when we are considering the lines for the Highways Department. In regard to funds for the immediate future, I point out that I need to obtain an overall view and obtain comments from local government before planning the expenditure that will be required. The matter is at the preliminary stage. I hope that we can obtain comments from local government quickly because I do wish to release the bike plan to the public.

Mr BECKER: I refer to page 68 of the yellow book in relation to the State Transport Authority and the programme

title, 'Property leasing and selling of advertising space.' In 1981-82 the expenditure was \$349 000, and in 1982-83 it is proposed to spend \$392 000. The income in 1981-82 was \$1 463 000, and this year it is expected to be \$1 537 000. Looking at ways and means of increasing the income of the authority, I am aware that there have been two what I consider successful and attractive promotion schemes. One was the painting of the golden tram for the Bank of Adelaide some years ago, and now there is the Co-operative Building Society bus. I have had many comments made to me about the attractiveness of that bus and the appreciation of the Co-operative Building Society for that. However, page 77 of the yellow book under 'Community amenities' states:

Issue/trends:

The decision to ban the advertising of cigarettes on our property by 31 December 1981 and on our buses and railcars by the end of 1982 will significantly reduce advertising income during 1982-83 and in subsequent years.

Irrespective of the moral aspects of the issue, has the Minister had an opportunity to reassess that decision in view of the need to increase the income of the State Transport Authority and would he be prepared to allow corporate advertising by the tobacco manufacturing companies if he objects to straight out advertising of particular brands of cigarettes?

The Hon. M. M. Wilson: I understand the honourable member's question. The advertising of tobacco products was banned on S.T.A. vehicles and property because it seemed to me, as Minister, and to the Government, that it was hypocrisy to ban smoking in buses and trains, but to carry the advertising and, rather at variance with the statement that the honourable member has read out from the yellow pages, it was my understanding that last year we wrote our biggest advertising contract ever. I certainly seem to remember approving such a contract which was going to bring us in, I was assured by the authority, far more revenue than we had in the past. I find extreme difficulty in relating that action to the statement in the programme papers. I thank the honourable member for the question, and for giving me the chance to say what I really believe about that statement.

On the question of reviewing the decision and corporate advertising, I have given this much thought, but I really believe that corporate advertising is only a device for getting around any by-law or rule that happens to be imposed. I think that there must be some integrity, and when a decision is made, however many people disagree with that decision, allowing corporate advertising is only debasing the decision as a whole.

Mr BECKER: I do not agree with the Minister, because I cannot see anything wrong with Benson and Hedges advertising the test—'the Benson and Hedges test series at Adelaide Oval', and the dates; that is not advertising Benson and Hedges cigarettes; it is letting the world know that Benson and Hedges are supporting the test series which is a major sporting event, a major tourist attraction. People come in from interstate and overseas to watch test cricket, and the media coverage alone brings additional people to South Australia and helps to highlight Adelaide within the Commonwealth of nations. After all, if we are genuine on tourist promotion and on promoting the State, I would have thought that would have been the area that we would be looking at.

Certainly I would think that those involved in the racing industry would support that principle regarding the major sponsor of the Adelaide Cup (I think it is Marlboro). There would be nothing wrong with advertising that on S.T.A. property or buses. Again, it is not asking people to smoke Marlboro cigarettes; it is again highlighting the Adelaide Cup, which we want, as the major horse-racing event in South Australia, to be accepted throughout Australia. We would dearly love it to be as popular as the Melbourne Cup, and I feel that if the taxpayers of South Australia have

to support the State Transport Authority as they do, I cannot see how the State Transport Authority can refuse corporate advertising. I accept that the decision was made some years ago not to smoke on public transport, yet overseas one section of a railcar is reserved for people to smoke if they so desire. Why a State with a population of 1 300 000 has to be different from the rest of the world amazes me, but I raise that point because I want to know how we can justify refusing the opportunity to obtain every dollar available from advertising on S.T.A. property.

The State Transport Authority I believe is involved in the reconstruction of Jetty Road. The tramline again is being redone after about eight or nine years. When the work on Jetty Road was done years ago there were tremendous problems in relation to seepage. I am not sure whether the council advised the authority or whether the residents advised the State Transport Authority, but certainly plenty of publicity and information was made available on the fact that the foundation was not satisfactory. I would have thought that the authority, before agreeing to the Jetty Road, Glenelg, works, would have undertaken detailed studies to ensure that this time it would get right down to creating a very solid foundation so that this work will not have to be done again in the future.

I had a look at it on Friday morning, when I was selling badges for charity, and I was amazed to see that the workmen are digging down only about two feet; therefore I do not believe that the standard or the quality of work will solve the problem. Will the Minister say what detailed investigations have been undertaken this time in relation to relaying the tracks and building Jetty Road, Glenelg, and whether consideration was given to the failures of the previous work carried out?

The Hon. M. M. Wilson: I would be happy to hand that question over to the General Manager, because I am not aware of the facts relating to it; it is obviously a long-standing problem. Getting back to the corporate advertising, I have no objection to cigarette advertising or tobacco product advertising being associated with the South Australian Cricket Association or the South Australian Jockey Club. It is merely in relation to the S.T.A. property that I am concerned, and, perhaps unlike the honourable member, I regard a hoarding stating, 'Benson and Hedges—When only the best will do', without showing a packet of cigarettes, as advertising a tobacco product; similarly the statement 'Marlboro', I think, means tobacco products, whatever it is associated with. I would have thought the honourable member would agree with me. I am not taking a moral stance on this.

Mr BECKER: The Minister cannot blame me for having the surname I have got related to Bex tablets, or something like that. If we see 'Becker', it does not mean Bex tablets.

The Hon. M. M. Wilson: Perhaps I will not take that any further. In regard to advertising, revenue has increased, and I disagree with the statement that the honourable member read out. I will ascertain why it was inserted.

Mr BECKER: Will the Minister let me know?

The Hon. M. M. Wilson: I will be pleased to do that. Perhaps the General Manager would like to amplify the answer that the honourable member wants in regard to the Glenelg tram.

Mr Brown: The Jetty Road reconstruction work will be done in 18 inch to 2 feet thick concrete, with the rail set in that. A considerable amount of soil and foundation investigation has been undertaken, and we are confident that the earlier problems in regard to laying the tracks, basically, in bitumen on a very poor foundation will be resolved.

Mr BECKER: Regarding the expenditure for the Road Safety and Motor Transport Division, in 1981-82, \$2 077 was expended for the courteous driver award; \$3 000 has

been proposed for this year. How many courteous driver awards were granted for that \$2 077, was the promotion considered a success, what aspects will the promotion incorporate, and when will it commence this financial year?

The Hon. M. M. Wilson: I was very impressed with the courteous driver award, which is presently under evaluation. It is very important that any of these promotions be evaluated, because, if they are not successful, public moneys are being wasted. I have had discussions with the Chief Secretary as to whether we should continue with the present form of an award on a weekly basis, or whether we should allow the police to give an award to a motorist who exhibits outstanding road courtesy. I cannot do any more than say that, and I will try to obtain a more detailed answer later.

Mr SLATER: I direct the attention of the committee to the Auditor-General's Report in regard to recreation and sport (page 180) and the State aquatic centre.

The Hon. M. M. Wilson: Would the member for Gilles permit me to ask whether there are likely to be further questions on the T.A.B.? If not, I think we could release the General Manager and the Chairman from the committee. It is only a matter of courtesy.

Mr BECKER: Personally, I would like to congratulate the board on its outstanding success in the last financial year. The T.A.B. is now getting on top of the teething problems, which it inherited, and there is no doubt that it has had a good year. It appears that it is headed for a record year, which will be a tremendous boost to the three codes that the T.A.B. supports. I compliment the T.A.B. on its annual report and on the results that it has achieved.

The Hon. M. M. Wilson: In that case, I think we could excuse the Chairman and the General Manager of the T.A.B.

Mr SLATER: The Auditor-General's Report (page 180) states:

During 1981 approval was given:

for a commitment of up to \$3 750 000 from soccer football pools revenue for a proposed State aquatic centre on a dollar-for-dollar basis jointly with the Commonwealth Government;

and

to proceed with the development and construction of the centre at the West End Brewery site, provided the budget did not exceed \$8 000 000 (1981 prices).

In February 1982 consultants were commissioned as project managers with the responsibility for the design and documentation stage of the project. As at 30 June the revised estimated cost was \$9 600 000 and expenditure on the project amounted to \$272 000 of which \$254 000 related to payments to consultants.

What is the current position in regard to the aquatic centre and how is it to be funded now that the cost has escalated to \$9 600 000? What is the current position in relation to the purchase of the land at the West End Brewery site in Hindley Street? Will the Minister give the Committee information about the current position in regard to funding of the State aquatic centre?

The Hon. M. M. Wilson: I believe that this is slightly misleading.

Mr SLATER: Do you mean the Auditor-General?

The Hon. M. M. Wilson: I am not accusing the Auditor-General of being misleading. What I am about to say will make crystal clear to the member for Gilles that the \$9 600 000 relates to April 1982 prices. It is important to realise that, because the previous statement talks about \$8 000 000 in 1981 prices. This refers to \$9 600 000 as at April 1982. I cannot do a retrospective escalation (if there is such an expression), but whether that exceeds the \$8 000 000 in 1981, I do not know. It probably does. I should make plain from the outset that the \$9 600 000 is an escalated price.

It is rather academic, however, because we will receive \$3 750 000 from the Commonwealth, which has not escalated. We still have to find about \$6 000 000 from State

funds to finance the building of the aquatic centre. The Government still intends that an aquatic centre should be built, but, on the other hand, I am not prepared to commit that sort of money if it means that other recreation and sporting organisations and, indeed, any other organisations in the community, would necessarily suffer because all of the funds were going to the one project. I believe that most members would agree with that type of decision.

The big problem is the reduction in revenue from soccer pools. Honourable members will recall that, when the soccer pools Bill was introduced, I predicted revenue at the rate of \$1 000 000 a year; in fact, it started off at the rate of \$1 500 000 a year, and continued at that rate for some time.

Mr SLATER: The Premier cited \$2 000 000 at one stage.

The Hon. M. M. Wilson: We all make predictions. I was trying to be conservative by estimating \$1 000 000; in fact, the revenue started at \$1 500 000, and the Premier eventually cited a figure of \$2 000 000. Perhaps the answer lies between the two of us. In fact, both of us were wrong, because the revenue, until a week or two ago, was down to a rate of about \$400 000 a year. Of course, the Government, having made commitments from the soccer pools fund based on the revenue of \$1 000,000 to \$1 500 000, has had to rethink in regard to funding not only for the aquatic centre but also for recreation and sport generally.

I am happy to say that the new soccer pools game (six from 36) has started very well and, if I may anticipate the next question from the honourable member, may I say that the revenue has risen from \$6 000 a week in the week before it started to about \$16 000 in the week after it was launched.

I will not predict what revenue we will get from the new game, but I will watch it with interest. In the meantime the architectural design for the aquatic centre will be completed. I am regularly in touch with the Commonwealth Government on this matter, and I shall be pushing for more funds from the Commonwealth Government if it is possible to get them. In fact, I have already done so. We will review the situation when we have more information on which to make final decisions.

Mr SLATER: The sum of \$650 000 was set aside for work on the aquatic centre from the soccer pools revenue last year, and numerous commitments amounted to \$984 000. As the revenue from soccer pools amounted to only \$272 000, where did the other \$650 000 come from?

The Hon. M. M. Wilson: That amount has been put aside and remains in the soccer pools fund, not being touched as yet. The sum of \$272 000 is part of the expenditure of \$650 000 on the aquatic centre. We expect a dollar-for-dollar subsidy from the Commonwealth Government on that money, so in effect half will be recouped.

Negotiations are still taking place with the brewery on the purchase of the land. We believe that we should buy the land anyway, because it is a valuable block and we do not believe that we should hold up the brewery until we make a final decision on the aquatic centre. The Valuer-General has advised us concerning the price. We believe it is wise to purchase the land so that, when the time comes to make final decisions after taking into account the factors I have mentioned, we can proceed with the project.

Mr SLATER: Naturally, the longer the matter is delayed the greater will be the escalation of cost. The delay that has occurred so far has resulted in considerable cost escalation. First, an announcement about Commonwealth funding of \$3 750 000 was made in 1980, and then Hassell and Partners conducted the original feasibility study, which took 18 months. So there has been a delay of about 2½ years, and from what the Minister has said this afternoon there will probably be further delays.

Does his reference to purchasing the land mean that work on the aquatic centre will start soon? When does the Minister

expect a final decision to be made and work on the project to commence?

The Hon. M. M. Wilson: The architectural design and documentation is not meant to be completed for another two or three months. That work is on schedule. Construction could be expected to start in February or March 1983, provided that the alternative finance and such matters are tied up by then. We are waiting to see the results in respect of those items to which I have referred.

There has been no delay in the process of design and construction of the aquatic centre. That was the critical part. First, we had the Commonwealth announcement in 1980, since when just over two years has elapsed and we have started construction which, for a State project, does not represent a delay. The design and documentation takes months and months. That is my experience with the big construction projects with which I have been associated as Minister. This project is on time. If soccer pools and alternative financing turn out as I hope they will, we will start construction in February, as we have always hoped to.

Dr BILLARD: The State Transport Authority has not always been completely free from industrial strife. Since new management was appointed during the last 12 months, have measures been taken to improve communications between management and the drivers and other employees? If such measures have been taken, what has been the result?

The Hon. M. M. Wilson: I am pleased at the way industrial relations in the authority have progressed over the past three years. There has been a restructuring both of senior and of middle management, as well as restructuring of the board of the authority. Although I regret that we have recently lost one of the best members of our board (the newly elected member for Florey), just as I regret the way we lost him, there has been this restructuring.

Part of the overall restructuring has been in the Personnel Division, into which new staff have been introduced in the area of industrial relations. The General Manager of the S.T.A. has more details on this matter.

Mr Brown: One of the problems with a large staff is the problem of communication, so we have set up formal liaison committees throughout the organisation. For example, we have set up such a committee at each bus depot. Such a committee meets monthly, and every two months executive members of the tramways union come to the Adelaide railway station building and meet senior management officers. This programme has had two purposes. First, such a meeting ascertains whether middle management is communicating with the unions in the correct way. Secondly, the unions are given a chance to air their feelings on what is going on within the S.T.A. Unions representing bus employees, railway men, and maintenance workers attend these meetings. There are formal agendas and people are becoming much more informed now than they were before, and there has been a much more positive input from the unions on behalf of the workers. I find this most heartening and I think the board is starting to appreciate that as well.

Dr BILLARD: The Minister would be aware that the prototype bus for the O'Bahn has been constructed. I wonder to what extent bus drivers have been involved in generating that prototype, having an input into it and commenting on it.

The Hon. M. M. Wilson: I now introduce Mr Alan Wayte, Project Director of the North-East Busway. When the project team was set up under Mr Wayte's direction a series of consultative meetings were held with the union delegates on the general busway issues such as vehicle comfort, safety, and the like. I ask Mr Wayte to expand on that.

Mr Wayte: The General Manager of the S.T.A. has appointed, in conjunction with that project team for the busway, a consultative committee which involves the unions

which would be involved in the eventual operation and driving of the buses along the busway. That committee meets at regular intervals and provides the opportunity for the project team to inform members of the committee, and through them members of the unions and associations, and it keeps them up to date with the state of progress of the project and also provides for those members to provide input to the work which we are doing. I think it serves a useful function in providing a number of suggestions on which we can more closely consult with the various employees of the S.T.A. on a number of aspects of the system, including the buses themselves and their operation.

Dr BILLARD: I note that the Minister has responsibility for the Adelaide to Crystal Brook Standard Gauge (Railway Agreement) Act. What is the time table for the completion of that link and what measures, if any, have been taken to educate industry about its completion and the opportunities that will come when that link is made? I believe industry in South Australia and elsewhere ought to be educated about the opportunities that will come when that link is made.

The Hon. M. M. Wilson: One of the most pleasing aspects of the last three years in this portfolio has been reaching the near completion of that important project after so many years of various plans and disagreements. The line is estimated to have locomotives running on it between Crystal Brook and Islington, which means that Islington will be connected to the standard gauge network of Australia, from November/December this year. It will also be connected to the port of Adelaide so the spur line standard gauge to the port and the standard gauge to Islington which will connect at Islington will be operating about December of this year. That is an enormous leap forward for South Australia, especially in regard to its central position in Australian transportation. The remaining section from Islington to Keswick will take at least another 12 months to complete. At the end of that time the line will end at Keswick with a new interstate passenger terminal and, I hope, a new headquarters building for Australian National, but that is another matter. That is a fairly complex job.

The line from Islington to Keswick will impinge considerably on the S.T.A.'s system, and the standard gauge is to be kept to the western side of the broad gauge line for its whole length. That is one of the reasons why it will go not to the Adelaide station but to Keswick. It is really in two stages. We will have trains on the standard gauge within three or four months from now, which will be of immense benefit to freight forwarders and importers in this State, and in another 12 months we will have the passenger services completely on the standard gauge to any other point in Australia except Melbourne.

Australian National has maintained strong contacts with the freight industry and has undertaken an intensive advertising campaign over the past two years publicising their industrial park concept at Regency Park. I understand that there are some big developments to take place in that area soon but I am not at liberty to disclose them at this stage.

Mr ABBOTT: The amount proposed for additions to road safety centres is up by only \$28 on last year's actual payments which is a fairly miserable increase when the Government claims it is extremely conscious about road safety and is doing all it can to promote public awareness of this important issue. Only \$2 000 is being proposed for additions and I would like to know what additions to Road Safety Centres can be achieved with that sum.

The Hon. M. M. Wilson: The member for Spence is quite correct when he says that it will not mean substantial additions at all. The honourable member may recall that the previous Government, in particular Mr Virgo, promised the Mount Gambier council that a road safety centre would be established in that area, and indeed this Government coming

into office honoured that promise. I did make an offer to the council that we would make available \$410 000 to it and would also run it on a deficit-funding basis for three years. Unfortunately that offer has not been taken up. Therefore, a sum of \$410 000 is waiting to be taken up by the Mount Gambier council if it wants to take up our offer.

At this stage no requests are before me for extensions to existing Road Safety Centres. I would like to take issue with the honourable member's observation about this Government and road safety. I do not think any Government in the history of this State has done more in the field of road safety than this Government has done. Indeed, I think we are the first Government in Australia to have set up a separate division which is there for the single purpose of administering and co-ordinating road safety. Of course, that is one of the most important things we have needed, because road safety hitherto has been dissipated among a whole series of departments. In my opinion, in the past it has suffered from lack of co-ordination, and we do not bring about miracles overnight. I believe that in future all aspects of road safety will be administered in this State on a co-ordinated basis so that the police are aware of what the publicity division is doing and the Road Traffic Board is brought into the deliberations on road safety, as will be the Education Department.

I can go right through all the agencies that deal with road safety, and co-ordination has been one of the achievements of this Government. Further, this Government has introduced legislation, which some regard as Draconian, but nevertheless we believe in road safety; we believe in compulsory seat belts for children to save their lives, and we believe that there should be a probationary licence system in this State and have introduced the appropriate legislation. We told the people we were going to do it; we were elected, and we did it. We believe you have to try random breath testing, you have to give everything you have got, to try to save lives and avoid road fatalities, which are a tremendous, dreadful social disease worldwide. I refer especially to the lives lost on the road through drink driving. I do not think you can say that this Government has done nothing in the field of road safety.

Mr ABBOTT: I ask the Minister what are the grounds to be maintained and why is maintenance more than double compared with last year? Is the Marion council still maintaining the grounds of the Road Safety Centre at Oaklands Park?

The Hon. M. M. Wilson: The answer to the last question is 'Yes'; the Marion council is still maintaining the grounds. The additional money is for the skid pan at Oaklands. I do not know whether the honourable member has had a chance to go over that area yet, but if he wishes I will certainly make officers available for him to do so. I hope the honourable member will do a defensive driving test when he is there; I think that is an excellent experience. The skid pan has been criticised in recent years because of its lack of effectiveness, and that \$45 000 is to completely rebuild the skid pan.

Mr ABBOTT: I ask the Minister why is there a reduction in projects and displays of almost \$38 000. Is this reduction an indication that the Government is satisfied with the marked increase in the road toll this year?

The Hon. M. M. Wilson: The honourable member will note that the voted amount is \$139 000 but that the actual amount spent was \$282 000; that certainly does not point towards a Government interested in reducing advertising on road safety, and it is not obvious from the Budget papers. We do have a Road Safety Fund in which money is accumulated from the sale of number plates, personalised number plates, and the compulsory levy on driving licences, and we do have that money to use. I have asked my officers to

prepare for me a publicity campaign for the approaching pre-holiday season, especially on the question of drink driving. If that \$245 000 does not meet our requirements we still have the ability to tap that special Road Safety Fund, which can only be used for road safety purposes.

The honourable member will see that that is exactly what happened last year, when we had a voted amount of \$138 000 and we spent \$282 000. The reason was that there was not a 12-month programme on road safety publicity in such a condition that I could approve it at the time of framing the last budget, and so I instructed the officers to draw up a budget on the basis of what we knew we were going to spend. We could then take the excess money required as we proceeded through the year with our planning from that particular fund. So, it does not represent a reduction in effort on road safety.

Mr ABBOTT: Following that question a little further: can the Minister say how much revenue motorists are expected to pay this coming year that can be available for road safety purposes? Referring to page 105 of the Auditor-General's Report, it seems to me that funds for road safety purposes were many thousands of dollars less in 1982 as compared with 1981. Note 2 on page 105 of the Auditor-General's Report:

Receipts relating to personalised number plates, the proportion of drivers' licences available for road safety purposes (under the Highways Act) and the proportion of motor registrations payable for police services (under the Highways Act section) have not been included. These receipts are not available for departmental purposes and are held until paid out for the purposes defined by the Act or declared by the Minister.

It then goes on to set out the payments in certain areas including personalised number plates and funds for road safety purposes. Note 3 states:

Receipts from motor registrations and drivers' licences, which have been applied to offset the collection costs incurred by the Motor Registration Division, Department of Transport, as required by section 31 (3) of the Highways Act have not been included.

I would like to know what motorists are expected to pay this coming year for road safety purposes.

The Hon. M. M. Wilson: I think that one-sixth of the present fee charged for drivers' licences (over \$1 per licence) is paid into the Road Safety Fund, and that is estimated to bring in \$1.1 million for 1982-1983. That goes into the Highways Fund and is dedicated to road safety purposes. An additional \$200 000 is estimated to go in from the sale of personalised number plates, and that is a total of about \$1.3 million. As at 1 July, there was a balance in the fund of about \$700 000.

Mr GLAZBROOK: I would like to ask the Minister a question relating to catering and trading services and I refer to page 76 of the support book. I note that, regarding 1981-82 proposed expenditure and receipts, it had been anticipated that a profit of \$78 000 would emanate from the year's trading, whereas in fact an actual trading profit of \$10 000 occurred. Page 75 refers to the current policy for the authority to withdraw from the trading operations and provide outside catering. Bearing that in mind, I note that this year it is proposed that receipts over expenditure will yield a profit of \$217 000. Can the Minister explain first, the reason for the much lower actual profit than that anticipated last year and, secondly, the reason why we should suddenly leap forward in our projections to \$217 000 on a reduced operation?

The Hon. M. M. Wilson: I had a serious look at the Catering and Trading Division of the S.T.A. some 18 months to two years ago. Members will recall that there was an investigation into the division. That inquiry came up with a very comprehensive report which recommended to me (and Cabinet approved) quite comprehensive modifications

in the whole area, especially on the question of the kitchen and the facilities there generally.

The General Manager can refresh our memory on exactly what has taken place and what is proposed to take place. Incorporated in that review was the question of using far more casual staff than permanent staff and negotiations were entered into with the union as to the placement of permanent staff in other positions. I understand that that process has been carried out very efficiently.

Another important aspect concerned the fact that the Trading and Catering Division was there to serve the travelling public as well as people using the railway station facilities for a function. If a Rotary Club, the Beefsteak and Burgundy Club or any of those various organisations, wish to use the railway station for a function we are happy to service them, but it was considered that we were not in the business of competing with the private sector for weddings, and the like. Therefore, I directed that the S.T.A.'s interests in the trading and catering area should be reduced and that the Trading and Catering Division should carry out the job it was set up to do, namely, to cater for the travelling public. Indeed, that division does cater for the Government generally in various areas. Having given that general policy outline, I now ask the General Manager to give the honourable member more specific details.

Mr Brown: The main question was why the \$10 600 profit figure was so low. The reason for that is that the contracts that were let to upgrade the old dining-room and the old cafeteria area interfered much more with the public space than was previously anticipated. Indeed, trade fell off enormously during the early part of that reconstruction work, which work is still proceeding. That is the principal reason for the very small profit that was made last year, but fortunately there was a profit.

Mr GLAZBROOK: What is the reason for the anticipated profit of \$217 000 for the catering and trading services operations for 1982-83?

Mr Brown: That figure is based on a reduction of the overheads for the operation of the Catering and Trading Division as well as the use of casual labour, to which the Minister referred earlier. Therefore, that figure takes account of both factors, namely, the full use of staff that we have and a reduction of the overheads of the organisation in order to increase the profit margin for that trading activity.

Mr GLAZBROOK: I refer to pages 87 to 90 of the Programme Estimates and to the payment from Consolidated Account for recreation and sport (page 124 of the Estimates of Payments).

The CHAIRMAN: For the benefit of the honourable member I point out that the material on page 124 will be dealt with at a later stage.

Mr GLAZBROOK: I refer to the allocation made for recreation and sport research (page 77 of the Estimates of Payments), and I am bearing in mind a statement made in the Programme Estimates concerning the objectives and strategies of the department and their implications in regard to resources, where mention is made of the ever-increasing demand by the community for services which is placing pressure on available resources. In that area of research, has consideration been given to the use of under-utilised sports and recreation facilities at schools, and can the Minister say whether any money has been allocated for research into that area?

The Hon. M. M. Wilson: No, money has not been allocated to research in that area but it is a policy of the Government that, wherever possible, there should be a joint use of facilities, and I believe that it is absolutely vital that in the future that that happen more and more. No longer can the community afford to build sporting and recreational facilities,

which are for the exclusive use of schools, or some sections of the community.

For instance, I believe it is wrong that a swimming pool should be built in a community, and then another swimming pool should be built in a school in the same community. In fact, the community cannot afford that any longer. It may have been able to afford that sort of luxury in the early 1970s when there was far more money around for capital works, but that no longer applies. Unless we make the best use of what facilities are available, then I think we are going to be in trouble. From time to time I have met with the Minister of Education on this very matter and, as a joint approach, we are looking at this question carefully indeed and, in fact, in various initiatives that we have taken lately, this joint use has become evident, and the Education Department now refers many applications for funding from schools to the Division of Recreation and Sport to see whether joint use of facilities can be brought about.

Mr GLAZBROOK: In the instances where sporting associations or groups of sporting clubs find difficulties in securing home grounds or venues on which to play their sport, what assistance do they get from the department in securing such grounds? Is there any allocation made in the promotion of sport in the lines in which you have already proposed to spend \$713 000? Is money allocated for that specific purpose.

The Hon. M. M. Wilson: The question of the grounds themselves, the provision of grounds is a matter for negotiation between the sporting association or body concerned, the department and the local governing authority. The local governing authority is the main controller of grounds, as such. The division is a provider, together with local government and from funds raised by the local community of the capital facilities on those grounds. The division does not usually fund on private property, so that if a sporting body owns its own premises, grounds or land, it is unusual for the division to fund in that regard, although if there is a lot of self help shown by the particular sporting body, then the division will consider funding it under those circumstances. It is mainly local government that has the biggest say in that particular area.

Mr SLATER: The Minister's comments were about the Education Department discussions with the Minister of Education, and I took it that we were talking about facilities located on Education Department property, in high schools, gymnasiums and grounds. Joint use resolves very strongly around the fact that the school council and to some degree the school have some autonomy, based upon the school council and the school Principal determining the degree of access that local sporting groups may have. Does the Minister believe that that is where the pressure should be applied to ensure proper access to those facilities which belong to the community anyway? It is not the property of just a school council in principle—and I could give a few examples of differences of views that exist between school councils in regard to access and use of those particular facilities.

The Hon. M. M. Wilson: There is a problem in that facilities built on Education Department property or land do present a problem, in regard to Crown Law advice. I cannot enumerate on them, but there are certain difficulties in allowing community access. However, as Minister of Recreation and Sport, I believe very strongly and indeed I pushed very strongly for community access because, as I said before I just do not believe we can afford not to have such access. It must come, and it has come to a certain extent, but it has really only come recently where a new project has got off the ground. I can quote an instance in which I was involved over the weekend at Kingston in the South-East where there is a joint development between the community, the Education Department, the council and the Division of Recreation and Sport. In other words, all those

bodies are developing a complex which will have community access and school access, and that is starting to happen. I take the point of the member for Gilles that if one was to take a secondary school which had a good deal of land available for sporting fields and swimming pools and the like which are used for the school community, that land, or those facilities at present remain idle most of the time. Probably the most important step we can take, together with the Education Department, is to open up that type of facility in the community. There is a problem with headmasters or school principals.

Mr GREGORY: And the residents who live around them.

The Hon. M. M. Wilson: That may be so. There is a problem with school principals at the moment who deny access, and I understand that that is backed up by the Education Department in certain circumstances, but I can just say quite categorically that there is a good deal of dialogue between the Education Department and the division on this matter.

Mr SLATER: I refer to the Auditor-General's Report (page 310) and his reference to the Racecourses Development Board. The financial operations of the Racecourses Development Board show that grants to racing clubs in 1981 were \$659 000, and that loans to racing clubs were \$1 195 000, making a total of \$1 854 000. In 1982 the grants to racing clubs were \$867 000, and loans were \$87 000, making a total of \$954 000. No doubt, I can appreciate the difference in the amounts on loans to the racing clubs because the majority of the amount in 1981 may have been for the purpose of the South Australian Jockey Club. We changed the Act late last year, or early this year to allow a wider scope of activities as far as the funds of the Racecourses Development Board were concerned, and I note with interest the paragraph immediately under the figures which states:

The assistance was provided mainly for, public bars, restaurants, entertainment areas, total of \$362 000, totalizator facilities and computerised facilities \$345 000, and bookmakers facilities were \$62 000.

I ask the Minister whether any of those amounts, or perhaps part of the amounts would have come under the new provisions as provided under the amendments that we had to the Racing Act last year. The point I make is that we widened the opportunity for the Racecourses Development Board to perhaps more directly assist the racing, trotting and greyhound clubs, to allow them to obtain other facilities apart from those in the public interest. Can the Minister give me a breakdown of the amounts that were spent?

The Hon. M. M. Wilson: I understand that \$25 000 was provided for the training track at Cheltenham and \$41 000 was provided for a couple of smaller items that required my approval. The honourable member will recall that, with the alteration to the Racing Act, this was subject to Ministerial approval. I believe that three approvals were required, and this involved the training track at Cheltenham.

Mr Taylor: It also involved the members grandstand at Victoria Park, and the sealing of the surface so that it does not leak, and two or three proposals of that kind are now before us. A provision of that kind is starting to be used.

Mr SLATER: It would appear from the figures that the horse racing allocation has predominated quite strongly against the other codes, that is, greyhound racing and trotting. Did funds from public bars, restaurants, entertainment, and so on, go to horse racing instead of to greyhound racing and trotting?

The Hon. M. M. Wilson: The Director can answer that question but, in regard to the allocation of funds for the Racecourse Development Board to the codes, funds are allocated on the basis of each code development fund. I have never received any complaints from the codes about the allocation of moneys from the Racecourse Development

Board, especially emphasising that too much money has gone to one code.

Mr SLATER: Regarding the amounts that have been spent this year from the items the Minister has just mentioned, despite the fact that horse racing may have a wider following and a bigger investment through the T.A.B. than the other two codes (and that is indicated in the general statement), the point I make is that surely moneys were available for trotting and greyhound racing, but it would appear that those codes did not score in regard to the opportunity to improve their facilities, and I am sure they would have liked to do that.

The Hon. M. M. Wilson: All I can say is that the money is allocated on the basis of the T.A.B. turnover for each code and that the decision is made by the Racecourse Development Board. The representatives of the three codes have to approve these applications before they come to me, where it is necessary that they come to me for approval. All I can say is that I have received no complaints from the other codes that too much money is going to another code.

Mr SLATER: They cannot complain; the Minister is quite right in saying that the amounts allocated can only come from the individual respective funds. The only way we can get over that is to increase the percentage available or to vary the percentage available to the three respective codes. I know that that is a difficult matter. At the same time I make the point that the money expended for trotting and greyhound racing has gone to one aspect of their activity.

Mr Taylor: I do not have the details of the expenditure from the board with me but, from memory, the sum that is being allocated under the new system, that is, grants that were not necessarily public facilities, have been slow to come forward because of old habits, so that there has not been a significant number of applications in the non-public area. However, greyhound racing and trotting, in the past two or three months, have done so and, indeed, since the completion of the last financial year, those codes have made a number of applications for relatively small amounts for non-public facilities, and these, in trotting, relate partly to lighting, which is a very common non-public part of their activity.

The Hon. M. M. Wilson: It is also controversial in various areas. I will obtain the detail that the member for Gilles requires.

Mr SLATER: A sum of \$60 000 has been allocated to the South Australian Jockey Club for the appointment of a publicity officer. Did it come from the Racecourse Development Fund and, if not, from what fund was that sum appropriated?

The Hon. M. M. Wilson: It was \$60 000 over two years, and came directly from Treasury.

Mr RODDA: The yellow book (page 44) refers to dangerous substances and various authorities, such as the Police Department, the fire services, health, the E. & W. S. Department, the Highways Department, and so on, and their co-ordination in dealing with the clearance of leakage and spillage, and so on, of dangerous substances. Are those services deployed at various places in the State to deal quickly with a serious accident?

The Hon. M. M. Wilson: A committee, chaired by the Commissioner of Highways, recently presented a report that, in effect, has recommended a system for the treatment of spillage of dangerous substances. The member for Victoria is quite right in saying that that report recommends the bringing together of the various agencies that would be involved in cleaning up a serious spillage. Some of the agencies are the police, the Highways Department, the Fire Brigade, the Country Fire Services, the Health Commission, and so on. There is quite a list. The report has virtually

been adopted by the Government and, in fact, moves have already been made in each of those departments to set up a system in this regard. The report calls for the police to be the co-ordinators in any dangerous spillage, and the other departments will be called in on a specially arranged basis when necessary. To do this, as the honorable member correctly pointed out, it is necessary to have a record of what equipment is available and how strategically that equipment is placed throughout the State, because obviously a spillage can occur anywhere where there is access. All I can tell the member for Victoria is that the proposal is well under way. The police must produce a register in co-operation with the other departments of where, for instance, breathing apparatus is available, and so on. Such an initiative requires the closest co-operation between all of the departments that I have mentioned.

Mr GREGORY: The yellow book (page 71) shows an allocation for capital expenditure on bus and tram services, with a proposed allocation of \$29 000 000 for this year. Last year, \$8 000 000 was expended, and the year before that \$16 000 000 was expended. On page 25 of the Estimates of Payments reference is made to a sum of \$12 500 000.

The ACTING CHAIRMAN (Mr Glazbrook): Capital expenditure is dealt with in the next line.

Mr GREGORY: On page 55 of volume 2 (book 9) of the Programme Estimates, the proposed expenditure for 1981-82 in respect of the licensing of drivers is shown as \$2 084 000, the actual expenditure for 1981-82 as \$1 586 000, and the proposed expenditure for 1982-83 as \$1 540 000. On the other hand, the proposed employment level for 1982-83 is 109.6 officers, which is about the same as that proposed last year, whereas there was an eventual employment level of 113.5 last year. As the recurrent expenditure proposed for 1982-83 shows an increase in both the proposed and actual expenditure for 1981-82, does this mean that the number of motor vehicle registrations, as well as the number of driving licences, will be higher this year? After all, the Premier is constantly telling us that the population of South Australia is increasing rather than decreasing as members on this side say it is.

The Hon. M. M. Wilson: The two lines referred to by the honourable member apply to the vehicle registration and driving licensing sections. There has been an allocation of expenditure and manpower to each of these sections for the purposes of the programme performance budget. Of course, the allocation may not be strictly accurate. At this stage the statistical process is a refining process which improves each year. Indeed, I am more confident with the document this year than I was with its counterpart last year because of the refinement that has taken place. The totals in the employment levels show a reduction in manpower, and this is a matter of such reductions in the Public Service generally. This manpower allocation was given to this division of the Department of Transport in respect of staff reductions. Because we have a policy of no retrenchments, the proposed employment level for last year was 328, whereas the actual level was 340.5, and this year a figure of 327.3 is proposed, almost the same as the proposed figure for last year.

Mr GREGORY: Regarding the staff engaged on licensing of drivers, there is a proposed reduction of four officers and the actual recurrent expenditure for that section has been reduced by \$46 000 to give the proposed figure of \$1 540 000 this year.

The Hon. M. M. Wilson: It is an indicative allocation of resources: on the management information available to us, it seems that this is how the staff and expenditure should be allocated. I shall leave the Director-General to provide more detail.

Dr Scrafton: The numbers quoted are consistent, bearing in mind the tasks listed as activities in the two sections. The point made earlier by the Minister is more important: the split into the two figures of \$5 194 000 for registration of vehicles and \$1 540 000 for licensing of drivers is purely arbitrary, because most of the officers performing the tasks outlined in the programme are capable of performing not only the registration of vehicles and licensing of drivers but also many of the other tasks required to be performed throughout the division and especially in the branch offices where many of the officers work. We will check on the accuracy of the allocation between registration and licensing, but the split between the two functions is an arbitrary split for the reasons I have given.

Mr BECKER: At page 48 of the supporting document, under the heading 'Planning and Co-ordination of Land Transport', there appears the following passage:

The balanced development of the South Australian transport system commensurate with community need and within the limits of economic resources requires a professional group both to participate in the planning and co-ordination of transport developments and to provide independent advice to the Minister of Transport. At present the Adelaide road network is congested in the morning peak with average speeds as low as 44 km/hr. Further it is expected that the number of car trips will grow by 11.7 per cent from 1981 to 1986. Passenger journeys on metropolitan public transport is increasing (5.92 per cent in 1981-82).

The document then sets out the broad objectives of the programme. Early in 1977, I wrote to the then Minister of Transport regarding public transport for the residents of Netley, a part of my district. On 20 April 1977 the Minister replied, as follows:

The present route of the Novar Gardens bus service via Mooringe Avenue and Marion Road is within approximately 400 metres of most homes in the Netley area, except for a small area adjacent to the boundaries of Adelaide Airport. If the services were diverted via Streeters Road and Harvey Avenue as suggested to provide a better service in this area, a correspondingly larger area east of Marion Road would be without transport. In the circumstances, I consider that the overall interest of the whole community in this area is best served by the present routing of the bus service and that no change should therefore be made to the existing arrangements.

Many of the residents of Netley, in an area bounded by Marion Road, Adelaide Airport, Mooringe Avenue and West Beach Road, are disadvantaged in the matter of public transport. Although, in view of the increasing deficit, I am aware of the cost of extending existing services, will the Minister ask the planning and co-ordination section to inquire again whether a public transport service for the suburb of Netley would be viable?

The Hon. M. M. Wilson: Whenever we receive requests from members to look at transport facilities in their district, we are always happy to do so, and we would be happy to look at this area for the honourable member. The letter read out by the honourable member referred to a bus service being within approximately 400 metres of most homes in the Netley area, and that is an ideal for which we strive: we try to place our radial routes so that the stops will be 400 metres within walking distance of the homes of most residents in the area.

Mr SLATER: Not at Hillcrest.

The Hon. M. M. Wilson: That may not be so in Hillcrest, but it certainly was not in parts of my district, either. It is true to say also that there are still areas in metropolitan Adelaide which are not yet properly serviced by radial public transport, and those people do need to get priority over those living in older established areas which have a much better service. Once again, it is a matter of balance, and I will be happy to look at it for the honourable member.

Mr BECKER: My last question relates to thefts of Government property, referred to on page 428 of the Auditor-General's Report. I recognise that the S.T.A. is a large

organisation dealing with trains, trams and buses, and some motor vehicles, but I was concerned to note that on page 428 of the Auditor-General's Report reference is made to the Department of Transport, location Adelaide, value \$80, item stolen a bicycle. I was not aware that the Minister's department owned a bicycle. I ask whether this was the only bicycle the department had. I also want to know how the bicycle was lost. I wonder whether the Minister might have chained it to a lamp post in Rundle Mall, because I believe that bicycles are lost from there quite regularly. I ask whether this is the only bicycle the Minister's department had.

The Hon. M. M. Wilson: I will have to refer that question to the Minister of Recreation and Sport! I regret to say that I do not ride my bicycle to work as I used to. I did have a brush or two with S.T.A. drivers. I do not know whether it was because they recognised me; they certainly did recognise the previous member for Mitcham at some stage, I believe, and some unkind people were heard to say that the S.T.A. never does do anything properly when there was a collision! Enough frivolity; I did not mean that at all. It was not my bicycle that was stolen and I do not know whose it was.

Dr Scrafton: It was, in fact, one of two bicycles that we used for moving around down-town. They have had a chequered history because finding storage for them in the city area until recently was not easy. Earlier both bicycles were stolen. One was found at the bottom of the Torrens Lake by police divers when they were doing their training. We retrieved it and cleaned it up only to have someone steal it again. We have had to ask the Auditor-General to write it off for us.

Mr HAMILTON: My next question relates to correspondence from a constituent, dated 24 July 1982. I have previously raised the matter with the Minister in this Chamber but I have received no response. In part, the letter states:

Discontinuance of night shift engineering staff at both Hackney and Morphettville: At present these two depots are manned by foremen on a continuous roster basis, whilst the smaller depots have a mechanic and/or leading hand on duty until approximately the last bus arrives back at the depot. Any major problems which arise at the other six depots after the day shift foreman goes home at approximately 4.30 p.m. is referred to either Morphettville or Hackney. Should a bus shortage occur due to breakdowns and there be insufficient buses at a depot to fill the a.m. dispatch the foremen at Morphettville and/or Hackney arrange to supply the necessary short-fall so that all runs can be operated. If this supervision is removed this will not occur and runs will be missed.

No replacement of operators who report sick: At present someone is called in by the marshall or depot clerk to fill the resultant vacancy in the roster. The new proposal is to not just operate a run.

A system of stabling at the major depots whereby buses which are close to retirement (commonly known as single trippers or broken shift buses) will be stabled or berthed separately from the straight-shift buses. If due to breakdowns the previous night there is a shortage of straight-shift buses a broken shift bus will be substituted and the run allocated to the broken shift bus will not operate.

This is the important part:

Already maintenance programmes on buses owned by the authority have been extended because insufficient staff have been engaged to cover the longer maintenance time required on the newer buses in comparison to the older swift fleet; this proposal will again reduce the available staff to carry out the necessary work and as a result buses will not be operating and passengers will be left behind . . .

This type of thing is currently going on in the airline industry, particularly by T.A.A. on runs between Sydney and Melbourne where in an attempt to fill their airbus runs the in-between 727 runs are cancelled at short notice, to the utmost inconvenience of the travelling public . . . if the S.T.A. implement this proposal they will lose valuable passenger support to the private motor car.

Are those allegations correct and, if so, what will the Minister do to rectify these problems?

The Hon. M. M. Wilson: I was concerned to hear the honourable member say that he had raised the matter before.

Mr HAMILTON: Indeed I have.

The Hon. M. M. Wilson: In the House?

Mr HAMILTON: Yes.

The Hon. M. M. Wilson: I am concerned to hear that we have not given the honourable member a reply on that. How long ago was it?

Mr HAMILTON: About the end of July or early August.

The Hon. M. M. Wilson: I apologise to the honourable member if he has not had a reply to that question. It should have been replied to long before this, and I will see that it is answered. I would like to have a look at that in detail. It is a bit too much to handle off the cuff like this. Perhaps the General Manager would like to comment on it.

Mr Brown: No, I require notice of those questions.

The Hon. M. M. Wilson: I do not have any information on that, but I will procure it as soon as possible.

Mr HAMILTON: I have raised another question in the Parliament over a period of about three years.

The ACTING CHAIRMAN: Is this related to the expenditure under scrutiny at the moment?

Mr HAMILTON: Yes. It is a question which relates to the Division of Recreation and Sport and the Minister of Transport and which concerns traffic control problems within the West Lakes area. As I have pointed out many times, prior to the end of a football match constituents in that area are being redirected away from their houses by the police officers who are engaged to direct traffic. However, these constituents are most irate because there are no signs indicating alternative routes and no indications are given through the local media of what routes they should take to enter their own properties.

I have previously pointed out to the Minister in the House (this goes back 2½ years) that these people are being made to detour sometimes five or six kilometres away from their own houses because of this redirection caused by crowds coming from Football Park. I ask the Minister whether, in conjunction with local government and the S.A.N.F.L., he will take the necessary steps to provide indications of the routes not that only patrons of Football Park but also residents should take in that area, because it is disconcerting to them to be redirected by officers when they are so close to their own properties. On a number of occasions in the House, I have asked the Minister whether the emergency services have any indication of the routes they should take to get into the areas of Sportmens Drive, Delfin Island and Frederick Road (in particular, into the Housing Trust area off Frederick Road). How do these people know which routes they should take to get into those areas? There is confusion in the area, and last weekend I noticed a number of people being redirected away from their homes; I was one of them.

The Hon. M. M. Wilson: I remember very well this correspondence with the honourable member. I well understand residents living near the West Lakes stadium being concerned about this and being disadvantaged. I referred the honourable member's problem to the Chief Secretary at the time. It was a matter of course for the police and not a matter for the Department of Transport. I cannot recall, after this time, what the response was, but I assure the honourable member that, if co-ordination is required between local government and the police (and of course the Woodville council would have a big say in this), I will be happy to make officers of the Transport planning section of the department available to provide a co-ordinated traffic plan for the area.

That is within the realm of our expertise, but the implementation of such a plan is very much a matter for the police and local government. However, I am prepared to

make that offer available. I will contact the Chief Secretary to see if he would be happy for us to carry out that task. I will also contact the Town Clerk and the Mayor of Woodville.

Mr HAMILTON: Finally, a question that I raised with the Minister some time ago: a review of train operations. I understand that new time tables were to come into effect, I think, in July or August of this year. I raise this again because of a constituent's letter dated 3 July, which I raised previously in the Parliament about the Outer Harbor and Grange arrivals in Adelaide and the connections with the hills lines services. I refer, for example, to a service arriving from Outer Harbor at 1.16 p.m., while the 'connecting service' on the hills line leaves at 1.15 p.m. These were the times in existence when the letter was written. Other Outer Harbor services arrive in Adelaide at 2.6 p.m., 2.56 p.m., 3.46 p.m., 4.36 p.m. and 5.26 p.m. while 'connecting services' to the hills depart at 2.5 p.m., 2.55 p.m., 3.45 p.m., 4.35 p.m. and 5.25 p.m. and so on. My constituent received correspondence (she only gave me part of it) and signed by the Minister and dated 12 January 1982. The letter states, in part:

The authority is aware of the poor connections which currently exist between hills lines trains and Outer Harbor and North Gawler services. A revision of all Bridgewater line services has commenced and, when introduced, time tables will allow better connections with other rail services, particularly on Saturday afternoons and Sundays. Thanking you for your interest.

Can the Minister tell me the result of those investigations? I understand that the new time tables that were to have been introduced have been withdrawn. What is the existing situation in relation to these time tables from Outer Harbor connecting to the hills line services?

The Hon. M. M. Wilson: There is no such question but that new time tables need to be introduced to rectify the problems the honourable member has mentioned, and they will be. However, I am not sure at this stage whether the residents on the Bridgewater line may not be disadvantaged by new time tables. Until I am satisfied on that matter, the new time tables will not be introduced.

Mr HAMILTON: It is pretty tough for those people who have to sit around the Adelaide railway station for 50 minutes waiting for another connection, and the Government is trying to encourage people to use public transport.

The Hon. M. M. Wilson: Am I to understand that the honourable member is supporting the new time tables?

Mr HAMILTON: No. You have said that before in Parliament.

Dr BILLARD: I want to ask a question on behalf of my colleague, the member for Mawson, who is concerned about bus services in the south, particularly in the Sheidow Park and Trott Park area. Apparently residents need an increase in the frequency of services and extensions to the service to bring it in line with the southern transport study findings. The member is wondering what progress has been made and whether there has been any allocation to this area to allow that progress.

The Hon. M. M. Wilson: The recommendations of the southern areas study have been drawn up and put into time table form. However, I cannot say at this stage when they can be introduced. I am prepared to find out and let the member for Mawson know, but at this stage I do not envisage their being introduced in the immediate future.

Dr BILLARD: My second question relates to a particular interest of my area. Can the Minister tell me the results of the display of the prototype O'Bahn bus at the Royal Adelaide Show? What was the public reaction, and did any suggestions for improvements result from the display?

The Hon. M. M. Wilson: I was very pleased indeed with the reaction to the display of the first prototype O'Bahn vehicle and the estimate of the S.T.A. people manning the

site was that no fewer than 100 000 people were able to view the bus. In fact on many occasions the bus was completely full of people sitting down having a rest. No doubt that may have been occasioned by the fact that it was close to the sideshows, but the comments from the public were very favourable indeed. There are some very new features about this vehicle of which we are very proud, including the wider doors, the lower floor heights, and the new orthopaedic seating, which is especially designed, although it is certainly only a prototype seating (I am pleased to see it was upholstered with Onkaparinga wool products). Public reception was very good. Some constructive criticisms were made, and we are taking them on board for the future buses when they are built. That is what a prototype bus is for: to excite constructive criticism, and we should take notice of it. I expect the bus to be on view around the suburbs over the next few months and I hope that we will receive more constructive criticism.

The second prototype bus, which will be articulated, will be available in January or February next year. That will give the two types of prototype that we require. I hope very much that honourable members will be able to see the prototype running on the first section of busway, which is now being laid in the area between O.G. Road and Darley Road, I believe that it is a great thing for the State.

Dr BILLARD: My last question relates to the sports scheme announced by the Minister, I think in about August last year, whereby assistance was offered to State associations to appoint full-time or part-time administrators or coaches. Will the Minister give details of which sports took up that offer and the amount of money that was given in each case?

The Hon. M. M. Wilson: Sporting and recreational organisations were involved in that salary subsidy scheme. In fact, the scheme provided a maximum grant of \$8 000 on a \$1 for \$1 basis for administrators or coaching directors in sports and recreational organisations. I may have to provide the honourable member with a complete list of the organisations which received grants, but I recall that grants were given to the Fencing Association, the Swimming Association, the Table Tennis Association (and I was very pleased with that grant), the Volley Ball Association, the South Australian Rugby Union, and the South Australian Soccer Federation. The scheme in question is an administrative development scheme funded in part from soccer pools revenue. I will obtain further details and provide them to the honourable member.

Mr ABBOTT: I have many more important questions regarding transport, but I have decided to restrict them to one question only, because I think this session has become very boring indeed. Can the Minister provide details concerning the proposed expenditure of \$118 000 on the Adelaide bike plan?

The Hon. M. M. Wilson: I answered this question when the honourable member was absent from the Chamber. Briefly, \$200 000 was allocated for the bike plan; \$82 000 was spent last year, and the remainder is to be spent this year.

Mr SLATER: I refer to the statements made in regard to the O'Bahn system and to the comments made earlier today about the passengers who utilise public transport and the cost deficit that has occurred regularly over a period of time in regard to the utilisation of State Transport Authority public transport. In recent times has any study been made regarding the utilisation of the proposed system by residents of the north-eastern suburbs? The cost of the proposal to the general public has escalated considerably but, basically, the system will be utilised by people living in the north-eastern area. Has the department undertaken any study regarding the proposed utilisation of the north-east busway

and, if so, what are the indications for the utilisation of this service?

The Hon. M. M. Wilson: The same indicators apply as those which applied concerning the utilisation for the previous Government's l.r.t. scheme. If ever an exhaustive study of a scheme was undertaken before a proposal was promulgated, it was that done by the former Government.

Mr SLATER: That was nearly four years ago.

The Hon. M. M. Wilson: Yes, indeed. I point out to the honourable member that the NEAPTR papers and the subsequent e.i.s. covered this matter in great detail. The honourable member would realise that the NEAPTR papers canvassed the option of a busway. In fact the e.i.s. canvassed the question of a busway as an alternative to the l.r.t. Certainly, the O'Bahn is a different type of busway as it is a guided busway but, nevertheless, whether it is a guided busway or a normal busway it will still have the same ridership. The advantage of a guided busway is that it takes up less land and provides a much smoother ride, which is a considerable advantage. Nevertheless, the figures are there, the work on this has been done and the patronage has been estimated. I can only repeat what Mr Virgo said three or four years ago when answering a question of mine, namely, that we cannot force people to get on buses, trams or trains. The NEAPTR study was very thorough indeed; it took two years. The last thing we want is another study, more reports, more money and more delay.

Mr SLATER: The Opposition appreciates the fact that public transport is a service to the public and that it does not necessarily have to provide a viable financial return. I mention in passing the fact that I was not over enthusiastic about the l.r.t. scheme in the first instance, anyway. I might also point out that I am not overly enthusiastic about the O'Bahn system.

The Hon. M. M. Wilson: You are concerned about your electorate, though.

Mr SLATER: It does not affect my electorate to a great degree. It affects it to the extent that there is a station proposed at Darley Road and another on O.G. Road, which areas are in my electorate. However, regardless of the studies and the statistics which have been compiled over some time, I point out that people who live in the north-eastern area do not always gravitate towards the city area. Many people are not employed in Adelaide and these days many people do not go into the city for entertainment purposes. It rather interests me that, despite all the figures compiled and the costs incurred, including any additional costs yet to be incurred, as time goes by (and I will not make any forecasts), it has become more evident that the actual cost of installation from go to whoa will never be repaid and never be significantly returned by proceeds from the operation of the busway. It will be a burden on the community of South Australia for some years to come.

The Hon. M. M. Wilson: The member for Gilles is raising a question that has been raised many times over the past four years, namely, where the people who are going to use the busway will work. In fact, I think it is estimated that 30 per cent of the patronage of the busway will comprise people who work on the western side of the city, which was one of the reasons for considering the extension of the Northfield railway service as an alternative. The patronage figures are worked out on the basis of investigations done by the officers as part of the NEAPTR scheme. Those officers were very professional. I was in Opposition in those days and I said then that they were professional; I never questioned the professional attitude of those officers at that time.

Bearing in mind that the e.i.s. covered the busway option as well as the l.r.t. option, all we can do is accept those figures as being a reasonable projection. Those figures were

based on data that was consistently fed into the Adelaide metropolitan data-base, which I mentioned this morning when discussing the \$60 000 paid for the upgrading of that system this year. One can work only on the current population statistics, the number of building approvals, the number of house sales, and the like. The projections were done very professionally, and I do not believe that any of us have any reason to question the ridership figures.

It does not matter what I say: people are going to question it. Nevertheless, I repeat that the subject has been covered as exhaustively as possible, and I can see no reason to question that.

On the question of the cost and the cost benefit of the busway, it may well cost the taxpayer some money over the next few years, but I assure the honourable member that it will cost a good deal less than the previous l.r.t. scheme, and if the honourable member is going to talk about escalation, the cost of the busway is still \$68 500 000 in 1981 dollars, which is the cost I announced, and there is no need to revise that cost in 1981 dollars. Of course, it is now up to \$90 000 000—odd by 1986, but that is just normal inflation.

If the honourable member wants to inflate the cost of the l.r.t. as announced by the previous Government, there will not be much change out of \$300 000 000; it is in the order of \$250 000 000—odd. However, I do not want to push that, because various options in the l.r.t. can be compared with the busway, so let us just leave it at that. In fact, there is no added cost to the busway in 1981 dollars. I guess that is not going to satisfy the honourable member, because I cannot give him an assurance that every day that we go out there 21 000 people are going to use the busway, but on the best work that we have been able to do, using the most professional officers we have, that is the figure.

Mr GLAZBROOK: Where there is an inability or undesirability by the council to want to take up community bus services, has the department considered a relaxation of the regulations governing other people or private bodies running commuter services to certain areas? In my area we have a more aged population who live a fair distance from public transport, the council is not willing to pick up the need for a community service, yet traders are prepared to do so, and pensioners themselves have expressed a desire to pay for such a service. However, they are prohibited from doing so under the present system. Will the department consider or be considering that type of operation in view of the comments made earlier relative to the delivery of services in the transport area?

The Hon. M. M. Wilson: I have some hesitation in giving approval to such a project. I believe that the community bus system is a good one. I believe it is very important, however, that it be done in such way that we do not do any more damage to the private bus operators in the community than has already been done, some of it being irretrievable damage. There are private bus operators in this community who try very hard to provide a good service, and I would have to think very carefully before I suggested to Cabinet that the Government should subsidise groups of traders (and I know that the honourable member used that only as an example) to run a bus service which probably could already be provided by one of the private operators in the community. It may be a question of cost, and I know that is a problem, because the private bus operators, unlike the S.T.A., have to remain viable, but I certainly am prepared to look at it. It is an interesting suggestion that the honourable member has made, and we are always grateful for any suggestion that we can look at.

The CHAIRMAN: If there are no further questions, I declare the examination of the vote complete.

Works and Services—Department of Transport,
\$1 930 000

Chairman:
Mr G. M. Gunn

Members:
Mr R. K. Abbott
Mr H. Becker
Dr B. Billard
Mr R. E. Glazbrook
Mr R. J. Gregory
Mr K. C. Hamilton
Mr W. A. Rodda
Mr J. W. Slater

Witness:

The Hon. M. M. Wilson, Minister of Transport, Minister of Recreation and Sport and Minister of Marine.

Departmental Advisers:

Mr P. T. Tregoweth, Chief Finance Officer, Department of Transport.

Mr K. J. Collett, Director, Administration and Finance, Department of Transport.

Dr D. Scafton, Director-General of Transport.

Mr J. V. Brown, General Manager, State Transport Authority.

Mr A. K. Johninke, Commissioner of Highways.

Mr B. J. Taylor, Director, Recreation and Sport, Department of Transport.

Mr M. M. Powell, Chairman, South Australian Totalizator Agency Board.

Mr B. F. Smith, General Manager, South Australian Totalizator Agency Board.

Mr F. A. Wayte, Project Director, North-East Busway.

Mr J. M. Thompson, Senior Recreation Officer (Research and Planning).

Mr SLATER: In regard to recreation and sport, the total amount of grants to local government authorities and other bodies last year was \$1 458 503. The proposed amount for 1982-83 is \$1 130 000. Can the Minister or his departmental officers advise how many applications were received in regard to these grants, which I assume are capital assistance grants? In 1982, how many applications were received? Could I have an individual list of all applications, that is, a list of the bodies seeking assistance, and the amounts sought by each body, the total amount of all applications that were granted, and a list of the applications that were granted or approved, including the amounts granted to each successful applicant?

The Hon. M. M. Wilson: Firstly, I think we did explain that \$270 000 of the \$1 458 000 was a contra entry on the aquatic centre and I know that the honourable member was not asking about that, but I just thought I should reiterate it. The other question is that we had a total of some \$16 000 000 worth of applications, and I will get the honourable member totals and numbers of organisations and as much detail as I can. I will consider whether I ought to supply the list of individual applications. I am quite happy if sporting associations, or any body for that matter, would like to supply that to the honourable member, but we have had a lot of requests over the last few weeks for the total list of applications for recreation and sport grants from organisations that are dissatisfied because they did not get a grant.

The honourable member will realise that, with \$16 000 000 worth of applications and \$1 000 000 to spend, many organisations are going to be dissatisfied, and I am not too sure whether it is proper for me to release that list because it draws invidious comparisons. I would probably be prepared to let the honourable member have a look at it on a confidential basis.

I do not believe that it would be proper for me to release the detailed list of individual applications, but I will consider that matter. I will certainly give the honourable member as much information on the number of applications and the categories, and so on, as I can.

Mr SLATER: I appreciate that, but the most important thing is the applications that were approved. I do not believe that that is a big secret.

The Hon. M. M. Wilson: No, that is quite all right.

Mr SLATER: What sum was allocated to each successful application?

The Hon. M. M. Wilson: That has already been announced: there is no problem in my giving the honourable member that information, because it has been announced individually. I have not made a public announcement of the total, but I am happy to let the honourable member have that information.

Mr SLATER: As the Minister said, there is no doubt that, because there was \$16 000 000 worth of applications, there is a very strong demand in the community for additional funds to be made available for recreation and sport. We may recall that some five or six years ago the Federal Government provided funds to State Governments to disburse. The scheme was taken up by the State Government, and has since continued. I understand that the guidelines were altered slightly during the past year, so that applications had to be made through either local government bodies or State organisations. I wonder whether the Minister and his officers and advisers are considering an alternative to this scheme.

I believe that it is quite unfair that organisations that apply should have their expectations raised and then be disappointed. I am relying on figures that were provided to me last year in saying that 463 applications were made, only six of which were approved. No doubt the figures are similar this year, or perhaps even worse. Is the Minister considering some alternative system or guidelines that could be used to alleviate the disappointments that occur when bodies seek assistance and do not obtain approval?

The Hon. M. M. Wilson: I want to commend the member for Gilles, because I agree with him entirely. I just do not believe it makes sense that one approves applications from 12 per cent to 16 per cent of the bodies that apply and disappoints the rest. As the honourable member says, it is important not to raise hopes. The member for Flinders will certainly be aware of that in regard to the recent announcements. Personally, I am very worried about this scheme. We have tried to enlist the help of the State sporting bodies. To adopt their recommendations, we have assumed that they know what is best for their sport. In fact, this year they gave us a priority list and, where that did not apply, the recreation bodies and then local government were involved, and we could only take virtually the top line from the list. Those underneath really did not get to the barrier.

That sort of thing is very disappointing. I believe that there are a lot of worthy systems that we could just not fund. I cannot answer the honourable member's question, because I cannot think of an alternative. We have been trying to find an alternative for the past 12 months, and I have asked the Sports Advisory Council and the Recreation Advisory Council whether they can suggest a better way of apportioning this money. At present, other than the method of selection—

Mr SLATER: Is the Federal Government coming to the party again?

The Hon. M. M. Wilson: That would be delightful. There is a Recreation Ministers' Conference in Brisbane next week, and I hope to push the point once again, but I would be nothing if not sanguine if I believed that we did not have much chance. I really cannot say more than that at present. I have thought of alternatives, but they would involve putting the money into items of a non-capital nature, and I believe that there has to be a capital assistance scheme. I really cannot help the honourable member, but if he has any suggestions, I would be happy to hear them.

The CHAIRMAN: There being no further questions, I declare the examination of the vote completed.

Works and Services—State Transport Authority,
\$25 500 000

Chairman:

Mr G. M. Gunn

Members:

Mr R. K. Abbott
Mr H. Becker
Dr B. Billard
Mr R. E. Glazbrook
Mr R. J. Gregory
Mr K. C. Hamilton
Mr W. A. Rodda
Mr J. W. Slater

Witness:

The Hon. M. M. Wilson, Minister of Transport, Minister of Recreation and Sport and Minister of Marine.

Departmental Advisers:

Mr P. T. Tregoweth, Chief Finance Officer, Department of Transport.

Mr K. J. Collett, Director, Administration and Finance, Department of Transport.

Dr D. Scrafton, Director-General of Transport.

Mr J. V. Brown, General Manager, State Transport Authority.

Mr A. K. Johnke, Commissioner of Highways.

Mr B. J. Taylor, Director, Recreation and Sport, Department of Transport.

Mr M. M. Powell, Chairman, South Australian Totalizator Agency Board.

Mr B. F. Smith, General Manager, South Australian Totalizator Agency Board.

Mr F. A. Wayte, Project Director, North-East Busway.

Mr J. M. Thompson, Senior Recreation Officer (Research and Planning).

Mr GREGORY: The yellow book (page 71) shows a proposed capital expenditure of \$29 000 000, and last year \$8 400 000 was spent and \$16 000 000 proposed. The capital expenditure for the north-east transport system is \$12 500 000. In the House on 29 September 1981, the Minister said that the proposed expenditure for the north-east busway was \$68 500 000, and that in 1981 it was proposed to allow \$5 500 000. Will the Minister, in advising on this capital expenditure, indicate when the total sum will be spent and when the project will be completed?

The Hon. M. M. Wilson: If the project keeps to the present schedule (and I see no reason why it should not), it should be completed in 1986, which is the date for which we have always pressed.

Mr ABBOTT: Does the \$15 350 000 proposed for the purchase of rolling stock refer to rolling stock that was ordered at the initiative of the Government or is it to meet the cost of rolling stock that was ordered by the former Government? What is the Government's programme in regard to replacing the existing red hen fleet which is, in the main, past the end of its useful life, and is there a programme to keep the bus fleet up to date? If so, what does that programme involve?

The Hon. M. M. Wilson: I am happy to tell the honourable member that this is the initiative of this Government relating to the balance of the order of the MAN buses that were started to be delivered a few weeks ago. The last lot of Volvo buses that arrived in the term of this Government were the initiative of the former Government. Concerning the replacement of the S.T.A. bus fleet, the programme has usually been to replace about 70 buses each year, although that may or may not vary in future. The MAN fleet will contain 140 buses, which represents a two-year replacement period. The next order to follow that will be 90 O'Bahn buses, representing over a year's replacement.

So the authority is well up with its replacement schedule, bearing in mind that my predecessor purchased several hundred Volvo buses before this Government took office. Consequently, there has been a large replacement in the S.T.A. bus fleet over the past five to eight years, and the Government is keeping the same replacement rate going.

In my earlier reply to the member for Albert Park I dealt, in part, with the refurbishing of 'red hens' when he asked for the cost of that project. The authority had a prototype refurbishing done on the red hens at the Islington workshops. This has worked out at a cost of \$300 000, a large sum to spend on an old railcar. However, we are looking carefully at the whole refurbishing programme. I cannot give the honourable member any further information at this stage, but I shall be happy to give him more when I receive it from the S.T.A. and when any such proposal goes before Cabinet.

Mr ABBOTT: Is any depot other than the railcar depot to be upgraded? If so, where will the work be done and what is proposed?

The Hon. M. M. Wilson: Certain work is to be done on upgrading the Hackney depot, but not necessarily all in this financial year.

Mr Brown: At page 142 of the document, under 'Depots, workshops, etc.' are listed the types of facility to be upgraded or built. The sum of \$436 000 is to be spent at Hackney this financial year, and an estimated total of \$700 000 will be spent on upgrading that depot over the next two years.

The sum of \$5 731 000 will be spent on completing the work on the railcar servicing facilities, and they should be fully operational in the first quarter of next year. The sum of \$1 800 000 is involved in upgrading the Adelaide railway station building.

Mr ABBOTT: I take it that the same procedure would apply as to the proposed signalling works. When will work commence on upgrading of the signalling works, especially at the Adelaide yard where it is urgently needed for safety reasons?

The Hon. M. M. Wilson: I take it that the honourable member is referring to the commencement of installation rather than design. The sum of \$500 000 to be spent this year is all on design, and construction would not start before next financial year. The total cost of the programme is \$25 000 000. We are suffering from deferred maintenance: the system was installed in 1917 and, with the greatest respect to previous Governments of whatever political colour, work should have been done ere now in putting it right.

Mr HAMILTON: Page 70 of the supporting document refers to the erection of only 60 bus shelters in 1982-83.

Although some people may not think that this is a significant issue, it is very important in my district because, following the introduction of bus services in 1980 in the West Lakes area, there were many bus stops without shelters. The planning of only 60 bus shelters this financial year is unsatisfactory, given the concern expressed by this Parliament last year as a result of the International Year of the Disabled, a concern which I took to include people on walking sticks and suffering from complaints such as arthritis. The erection of such a small number of bus shelters in the metropolitan area is outrageous, and I hope that the Minister will see fit to increase the number.

The Hon. M. M. Wilson: I agree that the provision of bus shelters is important. Indeed, between 60 and 70 shelters have been erected by the authority each year for the past 10 years so, if this matter is urgent now, it must have been urgent five years ago. I will look at this matter, but I make clear that I will not take money away from other areas of this programme to install more bus shelters. If I can find the money elsewhere, I will do so, but this programme includes the installation of boom gates at level crossings and under those circumstances I will not reduce that programme, whatever happens.

Mr HAMILTON: Where are boom gates to be installed during this financial year and during 1983-84?

Mr Brown: In 1982-83, boom gates will be erected at tram crossings on Sixth Avenue, Glenelg East, and on Leader Street, Forestville. They will also be erected on the rail crossing at Strathfield Terrace, Draper, and on John Shearer's private line. In 1983-84, boom gates will be erected at Gedville Road, Taperoo; Draper; West Street, Bowden; and Wills Street, Largs.

The CHAIRMAN: If there are no further questions, I declare the examination of the vote completed.

Highways, \$28 070 000

Chairman:

Mr G. M. Gunn

Members:

Mr R. K. Abbott
Mr H. Becker
Dr B. Billard
Mr R. E. Glazbrook
Mr R. J. Gregory
Mr K. C. Hamilton
Mr W. A. Rodda
Mr J. W. Slater

Witness:

The Hon. M. M. Wilson, Minister of Transport, Minister of Recreation and Sport and Minister of Marine.

Departmental Advisers:

Mr M. J. Knight, Deputy Commissioner of Highways.
Mr J. S. Abraham, Assistant Commissioner, Administration and Finance, Highways Department.
Mr P. T. Tregoweth, Chief Finance Officer, Department of Transport.
Mr K. J. Collett, Director, Administration and Finance, Department of Transport.
Mr A. K. Johninke, Commissioner of Highways, Highways Department.
Dr D. Scafton, Director-General of Transport, Department of Transport.

Mr ABBOTT: In 1980 the Minister announced that the Government would introduce a no fault scheme for motor vehicle accidents. What has happened to this scheme?

The Hon. M. M. Wilson: I am happy to answer the question although it really should not be dealt with under this line because it has nothing to do with the Highways Department. However, I think I ought to answer the question and I do not want to avoid it. The no fault compensation scheme has been under investigation since, I think, Mr Virgo first started investigating it before the change of Government. We certainly were very keen on this scheme and, on coming to Government, we did much detailed work on a third party no-fault compensation scheme.

However, it soon became apparent, that, whichever way we looked at the possibility of a scheme, and however meritorious it was to no longer have to apportion fault in the case of an accident (a principle that I strongly support) that element was going to make the scheme more expensive for the motorist if we were not very careful. This would be especially so if we followed the Victorian model. We decided that we would do further work on it, especially regarding the limitation of liability. That very technical and detailed work is continuing. In fact, one has to have actuarial advice and any members of the Committee who have had anything to do with actuarial advice will know how complicated that can be. Nevertheless, we believe, as a Government, that it is extremely important, and we are also looking forward to the report of Professor Sackville in New South Wales. He is also investigating the best possible way of introducing a no fault scheme. The Northern Territory has what I understand to be a successful scheme, where liability is limited. Other than that, I cannot help the honourable member further.

Mr ABBOTT: The vote for the administration of the Highways Department has increased by little more than \$490 000 and I again express the view that that amount clearly suggests a reduction in effort. During the Budget debate in this House I commented that the money for the running of the Highways Department and the building of roads is provided, in the main, by the motorists and, therefore, they are entitled to the best roads possible.

On page 103 of the Auditor-General's Report some of significant features concerning the Highways Department are highlighted and I refer to the departmental work force. Page 103 shows a decline by 75 to 2 757. Since June 1980 the work force has been reduced by 9.8 per cent. This reduction is set out in a table on page 103 and shows the number of staff and the weekly paid staff employed for the period 1980-82, and again there is this reduction in all of those years. At the end of June 1982 staff members were down by 10 since June 1981 and 43 compared with June 1980. The number of weekly paid staff is down by 255 since June 1980. Page 2 of the Programme Estimates indicates that during 1982-83 it is proposed that a reduction of 64 weekly paid Highways Department employees be made. Can the Minister say where will this reduction in staff stop?

The Hon. M. M. Wilson: First, the honourable member should not compare the proposed expenditure on salaries and wages with the actual payments last year because there is no provision in the proposed expenditure for wage rises, for inflation. The amount that the honourable member will see next year as an actual payment will give him a true figure. Be that as it may on the question of the reduction of the work force, when this Government came into office we had a policy which was well stated and well understood by everyone: we would give a majority of Government work to private contract, to the private sector. In the Highways Department, (unlike some other departments) the Commissioner and his officers, under my instruction, evolved a strategy for a gradual reduction of the work force by attrition,

in consultation with the trade union movement, so that there would not be retrenchments, no upset in that area. Of course, in such a programme you get the odd hiccup, and we have had meetings with the trade union movement when that has happened. It is a matter of a swing of the amount of construction work done by the department, from the department's doing it to the private sector doing it. That does not mean that we are going to get to the stage where all the work done by the department is done by the private sector. We have a strategy, and there is no intention to go beyond what we consider to be a balance, and there always has to be a balance in these things. No doubt, if the honourable member is ever Minister of Transport, the balance will be swung the other way again. In fact I believe that his Leader has said that. In all these things there has to be a balance and we believed when we came to Government that if we could even get the balance of contract work that the New South Wales Government gave, we would be at least achieving something for the private sector. This State was far ahead of New South Wales in the amount of work done by the department itself. The department and I are determined to keep expertise within that department: it is recognised by the Commonwealth as the best road construction department in Australia, and we intend to keep that reputation. We intend to keep a strong reservoir of expertise in the department, including a strong day labour force, in regard to maintenance and some construction. We believe that we ought to keep the expertise and not let it go.

Mr ABBOTT: Following up that point, I stress that the former Labor Government was a party to the use of private contractors, but not at the expense of workers' jobs in the Highways Department. On page 104 of the Auditor-General's Report comment is made in relation to the use of private contractors, as follows:

Since 1980 the value of the private contract component of departmental works has increased from \$8 000 000 to \$17 000 000.

Can the Minister say what is the anticipated amount to the end of June 1983, bearing in mind that he recently made an announcement about the Stuart Highway contract? That contract was for more than \$16 000 000, and I wonder whether that money has been taken into account in these figures.

The Hon. M. M. Wilson: The amount is estimated at about \$22 000 000 for this financial year, but bear in mind that the Stuart Highway contract is not to be completed in one year: in fact, it is a two year contract, an enormous contract which could never be completed in a year. In fact, the Commissioner of Highways has told me that it will spill over into the third financial year. Specifically, in answer to the honourable member's question, the expenditure will be \$22 000 000, but not anywhere near half that amount will be spent on the Stuart Highway, although much of it will be spent on that highway.

Mr RODDA: I refer to the service to Kangaroo Island provided by the m.v. *Troubridge*. On page 20 of the Programme Estimates there is a summary of needs being addressed which points out that Kangaroo Island is an important place and the tonnage of freight carried in 1981-82 is given. It is also pointing out that during that year 6 700 cars were carried and about 23 700 passengers were carried. I note that the cost of operating the *Troubridge* is increasing steadily. Wage costs comprise a significant part of the total, and are incurred whether or not the vessel sails. Also, fuel costs are increasing at a greater rate than the c.p.i. It is pointed out that the operating deficit will continue to rise unless increasing operating costs are matched by increased productivity, rationalisation, patronage or fares, or any combination thereof.

Costs are set out at the bottom of page 21 where it is shown that the department is budgeting for a figure of \$4 430 000 this year, and for receipts on recurrent expenditure of \$1 830 000. Can the Minister say what future plans there are for the replacement of the *Troubridge*, bearing in mind the recent announcements about a ferry which is to come into commission and which will operate between Cape Jervis and the island. There is also a ferry operating from Glenelg. What is envisaged in regard to future transport to Kangaroo Island?

The Hon. M. M. Wilson: The honourable member has correctly pointed out that the Government is facing a loss this year of \$2 600 000 on the operation of *Troubridge*. It is a loss that has escalated from some \$1 500 000 three years ago when I became Minister. Obviously, it is a loss that we cannot sustain for much longer. Following its last refit three years ago the life of the *Troubridge* was estimated to be 10 years; but I understand that that can probably be extended. Whatever the life the *Troubridge* is, obviously something must be done about the matter now, because there are long lead times in achieving such goals. One of the problems is that the *Troubridge* has a crew of 58, comprised of two crews of 29, which is necessary because the vessel carries passengers who must be serviced.

Mr SLATER: They ought to pay them to travel on it!

The Hon. M. M. Wilson: I will leave that comment of the member for Gilles unanswered. It really is a quite serious situation and moves are afoot to look for an alternative to the *Troubridge*. We are taking into account those points that the member for Victoria mentioned. Obviously, the honourable member with his experience as Minister of Marine would be very cognisant of the factors involved, and I refer to the other services which are setting up, together with the air services to Kangaroo Island, which may relieve the Government of the necessity to provide a passenger service. Certainly, the provision of an efficient freight and livestock service must be provided for Kangaroo Island and Port Lincoln, which I add for the benefit of the member for Flinders. An efficient freight and livestock service must be provided. That is the Government's intention and we will continue to provide such a service, but obviously the Government cannot continue to do so for much longer at the present rate of loss.

Mr Blacker: I refer to the development of roads and to the maintenance and operation of roads (page 7 of the Programme Estimates). My question is more general than specific. The Minister would be aware that on Eyre Peninsula, for example, only three councils have received funding for arterial roads and that, as a consequence, the councils that have missed out are no doubt upset as they expected to receive some funding. Can the Minister expound the policy on what those councils should do in future years, and whether it can be expected that, in turn, they will receive funding from the road arterial fund?

The Hon. M. M. Wilson: The question of rural arterial road grants has been a very vexed one right across the State. The Government was not happy about the action it had to take, but the fact is that the Commonwealth indexed rural arterial road moneys by 7 per cent this year. Bearing in mind that road construction costs rise by 14 per cent or 15 per cent each year, one realises that that is a patently ridiculous factor to apply to any road grant. It should be borne in mind also that, in regard to local roads, the Highways Department receives a smaller share of local roads money now than it used to do. The department always receives a share of local roads money because of the enormous unincorporated area of the State, with which you, Mr Chairman, would be very closely associated.

In the past, the department has received a share of more than 50 per cent of funds for local roads for servicing

outback areas. In effect, the department is the junior partner in regard to local road allocation of funds, which delights local government of course. Local government as a whole has received 21 per cent more than it did last year in local road applications. That is an across the board figure, as funds for individual councils vary. That does not mean that the Highways Department has any less responsibility for unincorporated areas.

Therefore, it must find money from its own funds and from our own State funds from which we must meet any extra costs. Given that the Commonwealth allocation has only a 7 per cent inflation factor on our arterial road grants, that is why we do not have as much money to spend as we would like to spend in the rural areas of the State. I can confirm this strongly to the honourable member, as I have just returned from the South East where I spoke to several of the district councils and indeed to the City Council of Mount Gambier. Every one of those councils was pressing me very hard for more rural arterial road funds of which I have none.

Mr Blacker: The Minister stated that there was a 21 per cent average increase ranging from 18 per cent to 25 per cent. Does the department have a formula on which it works out local road funding and, if so, can the Minister explain it?

The Hon. M. M. Wilson: The amounts allocated are fixed by a formula which is formulated by the Local Roads Grants Committee which is in fact chaired by a member of the Local Government Association. Part of the Government's election policy was that local government should be given a greater say in the distribution of funds to local government. The Local Roads Grants Committee is chaired by Mr Des Ross of the Local Government Association and is comprised of the Deputy Commissioner of Highways (Mr Knight) and the Director-General of Local Government (Dr McPhail).

[Sitting suspended from 6 to 7.30 p.m.]

The Hon. M. M. Wilson: I was talking about the local road grant situation, and I will just finish very briefly by saying that the committee is chaired by a member of the Local Government Association, Mr Des Ross. The grant is based on a formula which is different from the formula used last year, but it is a formula that has been insisted upon by the Commonwealth Government. The State felt strongly that there should be a needs factor in the formula but, in fact, the Commonwealth is not willing to agree to that. If it does not approve the formula we do not get the money, but negotiations are still continuing with the Commonwealth and I would expect that the formula would be refined gradually over the years. Certainly the Government and the Minister have no control over the expenditure or allocation of that money to local government.

Mr GREGORY: Can the Minister say just what has happened at the Emerson crossing? I understand that the initial work has been undertaken, but it seems to have come to a halt. What is going to happen in this financial year?

The Hon. M. M. Wilson: I am not sure what the honourable member means about coming to a halt. Work is progressing and is now in the detailed design stage, which is really the beginning of the construction phase. We are starting to make alterations to the services under the area. The Telecom cable will have to be moved, and we still have to demolish at least one more building. After that it will be time to start the construction and next financial year construction will start.

Mr GREGORY: Did you say you had to acquire one more building?

The Hon. M. M. Wilson: We have to knock down one more building.

Mr GREGORY: On page 23 of the yellow document there is reference to payment from the Highways Fund to Adelaide City Council which, correctly, should be entitled the Corporation of the City of Adelaide. In 1981-82 it was proposed to allocate \$60 000, but the actual grant was \$5 000. That was in recurrent expenditure, and there seems to be a consistent allocation of \$40 000. Why this big difference in recurrent expenditure?

The Hon. M. M. Wilson: This was an allocation that used to be made by the S.T.A. based on bus mileage. The honourable member may recall from when he was on the S.T.A. board that I altered the Act and struck out the responsibility of the S.T.A. to pay that money because it does not in fact pay it to other councils in that form anyway but, seeing that it was a fairly important grant for the Adelaide City Council I insisted that the Highways Department maintain that particular part of the grant. Perhaps the Commissioner can refresh my memory on the fine details of it.

Mr Johnke: First, the \$40 000 is prescribed in the Local Government Act, section 300a. It is fixed by Statute that we shall pay \$40 000 a year to the Adelaide City Council, and it was first put into the Act to compensate the city council for roads passing through the park lands from which they receive no road revenue from adjoining owners and, as the Minister has just said, the other \$60 000 was reduced to zero by reason of an amendment to the Act, but my understanding is that the State Transport Authority is making a separate direct arrangement with Adelaide City Council to compensate it in some way for that.

Mr GREGORY: Just to follow on from that, it would seem to take into account inflation of this \$40 000 from the Highways Department to the Corporation of the City of Adelaide and reducing actual returns. I suppose it would be worth a packet of cigarettes in a few years time. Is there any intention to increase that allocation?

The Hon. M. M. Wilson: The honourable member is obviously right. It is just one of those historical things that kept going, and we did alter the contribution from the S.T.A., but Adelaide City Council is no worse off. If one likes to take inflation into account, maybe they are.

Mr BECKER: Pages 4 and 5 of the yellow book refer to 'Agency Overview, Objectives, Issues, and Strategies'. The agency overview explains that funds are being diverted from development of roads to maintenance and operation of the road system. Does this involve transfer of capital funds?

The Hon. M. M. Wilson: I am trying to pick up the area to which the honourable member is referring.

Mr BECKER: I will go a bit further to help the Minister. On page 5 it says:

Once again, emphasis will be placed on increasing the contract component on construction activities . . .

It goes on to say:

. . . the department's average full-time equivalent employment will be reduced by 42 persons from a level of 2 853 in 1981-82 to 2 811 in 1982-83 . . . Variations to other programmes include:

The 'Intra-Agency Support Services Programme'. Increases in capital expenditures are due to the value of crushed stock piles of \$1 500 000 necessary to meet the planned forward construction programme.

It goes on again:

Some redistribution to fund urgent needs in the 'Maintenance and operation of the road system'.

What I am getting around to is this: is there a real need to catch up on the backlog of maintenance or is this just a means of redeploying manpower which cannot be used on construction because of the reduction in Commonwealth funding in real terms for construction purposes?

The Hon. M. M. Wilson: I will just say very briefly how the situation affects us as a road construction authority and then ask the Commissioner to talk about that in detail. The

situation is that, unless we get an increase in money for roads at a far greater rate, say, than the Commonwealth's 7 per cent, which is what is proposed or what is being given this year, in a few years we will be down to a maintenance programme only because we will not have enough money for construction. The maintenance graph is rising, and the construction graph is going down. Eventually they are going to meet. It may not be for five or six years, but that is the way things are going. It is quite a serious situation, but really that is just a broad overview of the question of maintenance. I will ask the Commissioner to answer the specific question.

Mr Johnke: We believe that the maintenance of the existing facilities is of paramount importance to maintain the asset that the community has in roads, and so, as the Minister has indicated, we put first priority on maintaining that which we have, and virtually the balance is then available for construction. True, we have been concerned about resealing, rebituminising existing roads, and we believe the rate at which we have been doing that in recent years is such that the road system would deteriorate if that policy were to continue, and so there has been a concerted effort to step up maintenance to preserve the existing assets.

Mr BECKER: The almost stable population in South Australia and the trend to living closer to the city are presumably having some impact on road construction activity. Is a decline in construction foreseen, with increasing emphasis on maintenance, as has happened in the E. & W.S. Department, or will the quality of roads go on being improved to absorb the resources at a fairly constant level?

The Hon. M. M. Wilson: I do not think we have noticed—the Commissioner is at liberty to correct me—any reduction in the amount of road construction necessary, stable population or not, because there is a shift of people living closer to the city. I hope that shift is on, and I hope it continues. I think it is extremely important. I think the problem of Adelaide's urban sprawl is very serious, especially for construction authorities, but unless the Commissioner knows otherwise, I do not think we have noticed any drop in the demands on extending the road system into new areas.

Mr Johnke: In the metropolitan area, one of the difficulties confronting the department is to provide roads for the newly developing areas of metropolitan Adelaide, and I mean the north-east and the southern areas, so those are the principal areas where new facilities are being demanded within the metropolitan area, or the outer metropolitan area. At the same time, in the rural area there is a demand to extend the bitumen road system in very remote areas, such as the Stuart Highway, the Strzelecki track, the Birdsville track, just to name a few projects which fall into that category.

The Hon. M. M. Wilson: I think perhaps I can encapsulate the argument, because it is the same argument that is used about the north-east busway. People tend to say, 'We have a stable population: why spend this money on a busway to the north-east?' In fact, the population in the north-east is increasing very rapidly, which gives concern in planning terms, if we are talking about inner urban renewal; the population in the north-east is rising extremely rapidly and we can get those figures from building approvals, and the like, which are available, so that means that, as well as the busway, we have to have a road system to cater for residents in those areas.

Dr BILLARD: Including those who do not go to the city?

The Hon. M. M. Wilson: Yes, including getting across from the Main North Road to the North-East Road.

Mr BECKER: Referring to page 18 of the yellow book, the maintenance and operation of the road system, under the heading 'Need being addressed', the last sentence in that second paragraph says:

At present, 11 000 kilometres of sealed road are maintained by the department; an average total reconstruction cost would currently be \$130 000 per kilometre.

Again on page 18 under the heading '1981/82 Specific Targets/Objectives (Significant Initiatives/Improvements/Achievements)', the report states:

Resealed over 3.6 million square metres of roads so that these roads achieve their design life.

Assuming that the average road width is between 4 metres and 6 metres, this means that 600 to 900 kilometres of road was resealed. That represents between 5 per cent and 8 per cent of the total sealed road network, and suggested design life between 12 and 20 years is needed at current maintenance levels. Has the Minister any idea of what is the design life of our roads?

Mr Johnke: Most road pavements are designed for a 15 to 20-year life. That is based on an estimate of the number of commercial vehicles likely to traverse that road in that design life. If the number of commercial vehicles exceeds the estimate, it does shorten the life of the pavement, so to reseal of the order of 12 to 20 per cent per annum (and I would like to check the validity of those statistics, as I do not believe we are quite achieving that at the moment) is quite logical, and otherwise we will be confronted with an ageing road system that has been under-maintained.

Dr BILLARD: I would like to ask a question about the new fundraisers that are being done federally in relation to roads. I think it is called the Australian Bicentenary Road Project. How will that change the planning of the Highways Department? First, will it allow reallocation of other funds, because, obviously, there will be some projects which are fairly urgent which may fit in with the bicentenary project guidelines and could be funded from that source, which will allow those funds to be reallocated elsewhere? Secondly, will it impact on the operations of the Highways Department in making an increased demand for staffing, for design work and possibly allowing a more efficient use of resources on construction staff and other areas? What generally would be the impact of that funding?

The Hon. M. M. Wilson: These are indicative allocations only at the moment; they are yet to be approved by the Commonwealth, but the allocation for this financial year is of the order of \$12 900 000 and for next financial year of the order of \$30 700 000, bearing in mind that the Commonwealth imposed fuel tax goes from 1 cent a litre this year to 2 cents a litre next year, which will go into a special trust fund, bringing approximately \$2 500 000 000 between now and 1988, to be allocated to the States. This will have a marked effect on the road programme. The honourable member is quite correct. It will enable certain urgent projects to be brought on earlier. It will also enable one or two urgent projects, which were not even in the highways works programme, to be brought on as bicentennial projects. It is very important to realise that the Commonwealth is insisting that most of this work be done by contract and, as far as additional staff for the Highways Department is concerned, if there is additional staff, it will be necessary to have them in the design and supervision area. I think that would be right.

Mr Johnke: Yes.

The Hon. M. M. Wilson: Most of the work will be done by contract. I am not at liberty to say yet what roads will be affected or what projects will be designated as bicentennial road projects, because it will be necessary to make a submission to the Commonwealth. I have had negotiations with the Federal Minister. I very much hope that South Australia will be the first State to receive its allocation in order to start work. We had wind of this several months ago and the Commissioner and his staff have been working on this project for some weeks now, getting the suggestions

to me and to the Government. Finally, the money will be allocated in four categories: national roads, urban arterial, rural arterial and local roads. Of the urban arterial category, I think up to 25 per cent can be allocated for public transport purposes. That is really all I am in a position to inform the Committee about tonight. I may have missed one or two of the honourable member's questions.

Dr BILLARD: No, I think you have covered them.

Mr ABBOTT: Why is the allocation for fees for members of the Road Traffic Board to be reduced by \$1 100?

The Hon. M. M. Wilson: The Commissioner, who happens to be the Chairman of the Road Traffic Board, was just reminding me why. As I explained in answer to a question this morning, it is Government policy that, where public servants attend committee meetings during Public Service hours, even in regard to statutory authorities, they do not receive a fee. That is the reason for the reduction.

Mr ABBOTT: The subsidy for the operation of m.v. *Troubridge* has been increased to more than \$2 000 000, and due to a recent Government decision this subsidy is now met entirely by the motorists. On page 108 of the Auditor-General's Report it is stated:

Operation of m.v. *Troubridge*—expenses were \$3.9 million and included the cost of dry docking the vessel, \$208 000. Receipts were \$1.8 million leaving a deficit in providing the sea transport service of \$2.1 million which was met by the Highways Fund. In previous years, contributions were received from the Consolidated Account . . . towards operating costs.

It appears that the Government has altered the deficit sharing arrangement of the former Government, and the whole operating deficit is now being paid by the motorists. There has also been a good deal of publicity recently regarding the new hydroplane service to Kangaroo Island, and there has been talk of another new service from Cape Jervis.

The CHAIRMAN: I do not want to stop the honourable member, but a very similar question was asked earlier this afternoon when the honourable member was not present. A very detailed reply was given.

Mr ABBOTT: I heard that question and I did not think it related to this matter.

Mr RODDA: It was not a Dorothy Dixier.

Mr ABBOTT: I think it was. I believe that that question dealt more with freight, and the Minister in his reply emphasised the need for more freight express. My question relates to the passenger service to Kangaroo Island. In the light of those developments, will the Minister say whether the continued operation of m.v. *Troubridge* is in question?

The Hon. M. M. Wilson: I suppose, to take the honourable member's question literally, if one is talking about the *Troubridge* as such, the answer is, 'Yes, but not in the immediate or foreseeable future.' There will always be a service, especially a freight service, provided by the Government to the residents of Kangaroo Island. Whether this involves the *Troubridge* or an alternative to the *Troubridge* remains to be seen. In fact, the subsidy this year will be \$2 600 000. I am not trying to hide that fact.

The honourable member mentioned that there was a change in the deficit funding for the *Troubridge*. The Government decided, when it raised registration fees last time, which brought more money into the Highways Fund, that the Highways Fund should fund the whole of the *Troubridge* deficit. A lot of people have wondered at the rationale and why the Highways Department runs the *Troubridge* and not, for instance, the Department of Marine and Harbors. The reason is that it is regarded as a sea road, and therefore is treated as such. In those circumstances, it is justified to come under Highways Department control.

Mr GLAZBROOK: Can the Minister give any information about the future sealing programme for the Hawker-Marree road? Will this road be sealed to Lyndhurst during the current programme?

The Hon. M. M. Wilson: Unless the Commissioner corrects me, I believe I can safely say that the road will be sealed to Lyndhurst by 1984 and that it will reach Leigh Creek by mid 1983. Of course, that is the turn-off to Moomba.

Mr GLAZBROOK: On behalf of the local member, I ask the Minister when the Marree streets will be sealed and whether the department is aware of the poor condition of the roads in the Marree township?

The Hon. M. M. Wilson: We have just sealed the main street of Lyndhurst, as you, Mr Chairman, are well aware.

Mr HAMILTON: Did the member for Eyre appreciate that?

The Hon. M. M. Wilson: I believe that the member for Eyre mentioned that in the House. I have received representations from Marree residents in regard to the main street, and all I can say at present is that the question is being considered.

Mr GLAZBROOK: There have been discussions about whether the construction of a ring route road from Marree on the Hawker road above Lyndhurst to Andamooka would boost tourism. Has the department considered that aspect?

The Hon. M. M. Wilson: I must make quite plain that the making of roads in those areas is an enormously expensive operation, not the least of the problems being the supply of water, its saline condition, and the enormous cost. Before a ring route was considered, we would have to consider priorities in regard to the Roxby Downs access road, which runs between Woomera and Roxby Downs for some 80 kilometres. In fact, the Lyndhurst to Moomba road is the Strzelecki track, and that probably presents a more serious question because of the distance involved. Indeed, I have had representations only recently from Santos to try to reach some agreement as to cost sharing in regard to sealing that road. These are enormously expensive projects, certainly in the unincorporated areas, and are projects to which we would have to give high priority.

Mr GLAZBROOK: On behalf of the member for Eyre, I ask the Minister to give an undertaking to do all that is possible to help the people whose sites are by-passed by new road constructions. Perhaps those people could be given new sites on new roads. A recent case at Beltana involved Mr and Mrs Tarr.

The Hon. M. M. Wilson: A few weeks ago I had the great pleasure of calling in at Beltana, and I realise the problem. It is a matter of how far one can go. The same problem occurred when Kingoonya was by-passed by the Stuart Highway and the new township of Glendambo was built.

I do not know how far the Government should compensate in such a situation. We try to do everything to help, but sometimes we are faced with a problem such as that at Pimba where, because the road goes behind a certain roadhouse instead of around the front of it, continuous representations and requests are received for spur roads to try to take into account all individuals and businesses in the town. The Commissioner maybe able to enlighten members on the situation at Beltana.

Mr Johinke: The road was deviated remotely from Beltana because it was considered cheaper to do so. Certainly, when we by-pass a town, the interests of the community in that town are considered as much as possible, but the department has by-passed many towns, including Two Wells, Virginia, Gawler, Nuriootpa, Noarlunga, McLaren Vale, Reynella and Hahndorf. Many of those towns have in fact prospered as a result of through traffic being deviated elsewhere.

I do not claim that that will be so at Beltana, but we took into account the probable effects of the deviation on Beltana. After doing so, however, we believed, on balance, that the cost advantage of building the road as a by-pass outweighed the disadvantages of by-passing the town.

Mr HAMILTON: What is the programme over the next two or three years, especially over the next 12 months, for the maintenance of bridges in the metropolitan and country areas? In this regard, I refer specifically to the Bower Road causeway in my district. Is that bridge capable of handling heavy traffic and, if it is, why do not the S.T.A. services run over it?

Mr Johinke: I cannot comment as to whether the S.T.A. by-passes the bridge, but to the best of my knowledge there is no load limitation on the Bower Road causeway. That structure is not that old, and I think there must be some reason other than a load limit for the S.T.A.'s not running over it. I know of no problem there.

The department conducts regular services on all its existing bridges and carries out maintenance measures as and when required. Many bridges built 30 to 40 years ago are somewhat substandard by reason of width and other factors, but generally very few load limits are imposed on the existing bridge system, and it is kept in fairly good order.

Mr HAMILTON: Is there a specific programme over the next 12 months for the upgrading of these bridges?

The Hon. M. M. Wilson: As I understand it, there is and always has been, at any rate during my term as Minister, a regular programme for the inspection and maintenance of bridges that is performed within the various regions. If the honourable member would like details of the programme, I should be happy to get them for him.

Mr HAMILTON: I am informed that a different type of globe, perhaps a more expensive type, could be installed in traffic signal installations to reduce the amount of maintenance required on these installations. I regret that I cannot recall the name of the globe, but I am informed that it lasts longer and hence causes less disruption to the traffic signal installation than does the present type of globe. What is the cost of this proposed type of globe and what is the feasibility of using it in traffic signal installations?

Mr Johinke: The department is aware of the seemingly limited life of some of the existing globes with which our traffic signals are equipped. We are aware of more costly globes (that is, having regard to their prime cost) and we are investigating their design life, but I regret that I cannot here and now give the unit cost of such globes. However, we can give the honourable member the results of investigations we have done thus far.

Mr BECKER: About 12 months ago I asked whether certain parts of Anzac Highway could be drag-coated, and I was happy when earlier this year the uptrack was treated so as to make a tremendous difference to the condition of the surface. Regrettably, however, the downtrack may have been overlooked or forgotten, and it has deteriorated to such a degree that its condition is probably now worse than that of the uptrack was when I asked my previous question. Is it planned to drag-coat the downtrack of Anzac Highway early this financial year, because it seems a pity that such an attractive main thoroughfare has a strip on the other side from the treated area that is in such a bad condition?

The Hon. M. M. Wilson: We should be able to give the honourable member an answer before the evening is out.

Mr BECKER: With the opening of the international airport, which road to the city from the airport would the Minister recommend for use by visitors from other States and overseas? If he recommends the road that crosses the Hilton Bridge, can he have the weeds around the bridge cleaned up and the fencing tidied up so that, when the international airport opens and the first flights arrive from overseas, the Hilton Bridge could be in a better condition?

The CHAIRMAN: Knowing the honourable member's interest in the airport, I shall permit the question.

The Hon. M. M. Wilson: I share the honourable member's concern about the Hilton Bridge. He will recall that not

long ago I announced, certainly earlier this year (in the context of the South Road widening proposals), that the Hilton and Bakewell bridges would be high on our priorities. I hope to be able to make a more definite announcement soon.

Mr BECKER: We have a bit of a fence, we now have a new concrete buffer here, and we have a bit of Armco—the bridge is the greatest conglomeration of higgledy-piggledy fencing of any bridge I have seen in the world. It is a classic display of the progress of the types of fencing and railing used on bridges. If it is left much longer, I would have to recommend that it become a National Trust monument. It is an eyesore, and I am hoping that something will be done. In the last few weeks I have been involved in quite a lot of national sporting events held in Adelaide, and I have probably come across and spoken with in the vicinity of 400 to 500 young people, all of whom have remarked how clean Adelaide is: they were all very impressed with the cleanliness of the city. Seeing that the bridge comes within the control of the Highways Department, I appeal to the Minister to see what can be done.

The Hon. M. M. Wilson: I will have the honourable member's question examined.

Mr GLAZBROOK: I would like to ask a question about the manufacture of asphaltic concrete at the Marino plant. I note in the Auditor-General's Report at page 108, under the general financial information, that over 108 000 tonnes was used by the Highways Department last year and, of that, 45 000 tonnes was produced at the Highways plant at a cost per tonne of \$69.89, but there is no mention of the price per tonne as regards the private sector. Can the Minister give us that information?

The Hon. M. M. Wilson: We will have to check back through some of the contracts and see what the average price per tonne was. We will be happy to do that for the honourable member.

Mr GLAZBROOK: Regarding the m.v. *Troubridge*, I ask how much commission has been paid to the managing agents and whether that is a flat fee or a commission based on both freight and passenger turnover.

The Hon. M. M. Wilson: In the past, tenders have been called for the filling of the position of managing agents, and R. W. Miller has the agency at the moment.

Mr Jihinke: It is not a commission *per se*; it is a managing fee of the order of \$290 000 per annum.

Mr GLAZBROOK: The final question I wish to ask relates to the maintenance and operation of the road system under 'Community amenities' on page 16. The question relates to money spent on the development of roads, project design and the amount spent on landscape design of roads, particularly urban arterial roads. I am thinking particularly of the landscape design and treatment used alongside the Victoria Park racecourse on Fullarton Road. It seems to me that great care and concern have been given to that area, and it seems to be a fairly wide expanse. I wondered just how much of the budget is spent in the area of landscaping and design.

Mr Jihinke: It is very difficult to isolate the actual cost of landscaping. It is an intrinsic part of the design process and is not a thing added on afterwards. As a result, it is indeed difficult to isolate that as a separate cost item. Surely, in the case of Fullarton Road, one could cost the mounds, and the like, but the whole concept of the Fullarton Road design with its curvilinear alignment, where it has been taken away from the street, is, in my view, a part of the whole landscaping process. So, in that sense, it is very difficult to isolate that cost. The department is spending a lot of money on tree planting and those types of things

which would quite clearly be identifiable. However, in the case of the South-Eastern Freeway, for example, the whole landscape design was an intrinsic part of that basic design.

Mr GLAZBROOK: I take it that part of the construction of highways and arterial roads incorporates intrinsic landscaping designs not only for the purpose of beautification of the project but obviously it also serves other purposes, such as wind breaks, noise attenuation, and so on. I am just wondering, in making up your figures on the road construction costs, what percentage goes into that area.

The Hon. M. M. Wilson: I think a far more serious aspect, if I can take it further, would be if we had to maintain all the landscaping that we do. I believe very strongly that we should be landscaping more along roads, like the Main North Road, for instance, but if we had to maintain that all the time I believe we would see a real cost, which would have to be taken away from the construction of roads. I think that is really not the department's reason to be, so to speak. But what we are doing with Fullarton Road is, I think, really quite superb.

I think members will be very pleased with the area when it is finished and all the machinery is out of the way. I think people will find that when those trees grow in the mounds and when they are driving their cars close to a magnificent stand of red gums, and the overhead wires are underground, etc., in five to 10 years time it will be absolutely magnificent along there. Be that as it may, I think we ought to do some landscaping on such roads as the Main North Road, but if we have to get into maintenance that is another matter.

Mr GLAZBROOK: On the question of the Main North Road, a great deal of attention and work has gone into laying paving stones. Does the local government body assist in the payment for that, or is it a cost to the Highways?

The Hon. M. M. Wilson: Local government has not at this stage.

Mr HAMILTON: The Minister will recall that last week I spoke to him about the extension of West Lakes Boulevard. As at 9 o'clock this morning I had not received any correspondence from the Minister, and over the weekend I had a number of requests from constituents wanting to know what is going to take place. I told them that the Minister had indicated that we would be receiving a statement from Mr Jihinke about this and that we would be receiving a reply shortly. For the record, can the Minister indicate to me (so that I can telephone these people in the morning) what progress has been made in relation to the extension of West Lakes Boulevard, the type of progress that can be expected, and the time table involved?

The Hon. M. M. Wilson: The best thing to do would be to do away with the present alignment of the extension—the originally proposed extension—and to go for the variation of the more circuitous route. That is a decision that has to be made. I have recommendations in my office now but, more importantly, I have in my office many answers to those questions that the honourable member asked, and they arrived, I think, today or yesterday. I have not had a chance to look at them yet.

I will ensure that an officer is in touch with the honourable member in the morning in response to those questions that we can answer in a hurry. I think that a decision on the matter of the extension of West Lakes Boulevard should be made fairly soon; it is something that has been hanging around since 1971 and I maintain that, if the Government does not intend to proceed with that extension, then it ought to say so.

The CHAIRMAN: There being no further questions, I declare the examination of the vote completed.

Highways Department—Stormwater Drainage,
\$1 250 000—examination declared completed

Minister of Transport and Minister of Recreation and
Sport, Miscellaneous, \$64 069 000

Chairman:

Mr G. M. Gunn

Members:

Mr R. K. Abbott
Mr H. Becker
Dr B. Billard
Mr R. E. Glazbrook
Mr K. C. Hamilton
Mr G. R. A. Langley
Mr W. A. Rodda
Mr J. W. Slater

Witness:

The Hon. M. M. Wilson, Minister of Transport, Minister
of Recreation and Sport and Minister of Marine.

Departmental Advisers:

Mr P. T. Tregoweth, Chief Finance Officer, Department
of Transport.

Mr K. J. Collett, Director, Administration and Finance,
Department of Transport.

Dr D. Scrafton, Director-General of Transport.

Mr J. V. Brown, General Manager, State Transport
Authority.

Mr A. K. Johninke, Commissioner of Highways.

Mr B. J. Taylor, Director, Recreation and Sport, Depart-
ment of Transport.

Mr M. M. Powell, Chairman, South Australian Totalizator
Agency Board.

Mr B. F. Smith, General Manager, South Australian
Totalizator Agency Board.

Mr F. A. Wayte, Project Director, North-East Busway.

Mr J. M. Thompson, Senior Recreation Officer (Research
and Planning).

Mr ABBOTT: I refer to the lines concerning concessions.
It is disturbing to note that the amount allocated for pen-
sioner concessions is being reduced by \$30 337. Can the
Minister explain why the present Government is showing a
disregard for people in need?

The Hon. M. M. Wilson: The honourable member is
referring to the line 'Pensioners' which indicates that in
1981-82 there was an actual payment of \$3 078 337 and that
the proposed expenditure for 1982-83 is \$3 048 000. There
has been no change at all to pensioner concessions. In fact,
the Government has done more for pensioners and has
introduced free off-peak travel which was a major initiative
of the Government. The figure given for that line is simply
a Treasury calculation as to what it considers expenditure
will be for the current financial year. It is an amount that
is reimbursed to the S.T.A. by the Treasury. The estimate
of expenditure is calculated by the S.T.A. and the Treasury
together. The appropriation represents the difference between
revenue received from concession fares and that received
from normal fares paid in the metropolitan area. So, there
has been no change, other than that this Government of
course has introduced free off-peak travel for pensioners
and the unemployed.

Mr ABBOTT: But a lesser amount is being proposed.

The Hon. M. M. Wilson: It is just a calculation. There
has been no difference. It may well be that that amount is
\$3 078 000. I do not have at my fingertips the reasons for
that calculation.

Dr Scrafton: It is a fairly small amount of money. It
relates to the fact that in 1981-82 the appropriation was

calculated on the difference between the free fare in the off-
peak, and a 50c fare, and now it is calculated between nil
and 40c because the normal fare in the off-peak is 40c for
other riders, whereas before they were paying 50c, and with
a bringing in of the off-peak fare, the differential is changed
from 50c to 40c. That is really only a financial calculation.
We do not anticipate any change in the actual ridership. It
is simply a reimbursement fee.

Mr ABBOTT: The proposed vote for the State Transport
Authority shows an increase of \$3 613 000, or about 6.5 per
cent, and again it seems that the State Transport Authority
will have to reduce its activities, reduce staff, or in some
other way contain its operating costs. The S.T.A. line is the
biggest vote in this section but it is not supported by any
accompanying papers, and members need to be assured that
the almost \$59 000 000 sought will be wisely used and the
authority will not get itself involved in stupid industrial
disputes, as it did last week with a threatened stoppage over
a janitor. A great deal more detailed information is required
on how the S.T.A. vote is proposed to be spent. It is
interesting to note that the Auditor-General describes as a
significant feature the operating shortage having increased
by \$11 000 000, despite the fact that the Government has
slugged the public with savage fare increases several times
since it came to office. How can the Government simply
shrug off the fact that operating costs increased by
\$15 000 000 to \$100 000 000, an increase of almost 17.5 per
cent? Is this the price the taxpayer must pay for the imple-
mentation of the private enterprise policy of the Government,
and can the Minister inform the Committee what action he
is taking, if any, to arrest the alarming financial problems,
as revealed in the Auditor-General's Report?

The Hon. M. M. Wilson: Mr Chairman, I am intrigued
by the member for Spence's reference to the private enterprise
policy of the Government in regard to the S.T.A. I would
be grateful if the member for Spence could point out to me
where we have transferred any of the S.T.A. bus routes,
shall we say, or rail routes back to private enterprise. The
only one I can think of is the One Tree Hill bus route,
which was one bus in the morning and one in the evening.

Mr ABBOTT: The user pays.

The Hon. M. M. Wilson: Now, the honourable member
goes on about the user pays, but the member for Spence
wants us to reduce the deficit. He obviously does not want
us to increase fares, therefore he wants us to improve our
industrial relations, which, as I have said before, have
improved quite remarkably. If he does not want us to
increase fares, then obviously he wants us to reduce services.
That is the only way, other than becoming more efficient,
to reduce the deficit.

Mr ABBOTT: I am simply reporting the Auditor-General's
concern.

The Hon. M. M. Wilson: The honourable member is
being critical of the Government because of the rising deficit.
No-one is more aware of the rising deficit than I. I can
assure the honourable member of that, which is why the
S.T.A. is rapidly becoming more efficient and is taking steps
to bring about that efficiency. I have explained that earlier
today in some detail, and I am not going to go over it again.
If one does not increase fares, one has to reduce services.
Reducing services means saying to the people at Elizabeth
or Wattle Park, or Noarlunga, to take some extreme, that
they are to have fewer bus services in their areas. That is a
very quick way of reducing the deficit. I can assure the
Committee, but I do not believe that is the right way to go
about it. What we have to do is strike a balance between a
sane fare policy, more efficiency and to provide the people
of metropolitan Adelaide with what is in fact probably the
best public transport system in Australia.

Mr ABBOTT: Perhaps I can elaborate a little further on several of those remarks. Prior to 1979 the S.T.A. was heading in the right direction by following the policy of the former Government to provide the best level of service practicable with the lowest fares possible. Since then we have had a change of Government direction, with a resultant loss of capable senior officers, a change in the board with the result that the authority is going deeper and deeper into the mire of failure. Is the Government confident that, when the S.T.A. is saddled with the Government's O'Bahn experiment and its operation, the losses will not be compounded?

The Hon. M. M. Wilson: I would be grateful to know the loss of officers to whom the honourable member refers.

Mr ABBOTT: A change of officers.

The Hon. M. M. Wilson: Certainly, two of our senior traffic officers have retired. True, there has been a change in the structure of the board which I thought was long overdue. We have certainly lost the honourable member for Florey from the board, but I do not think one can blame the Government for that. One can only say we should have won the election for him and then the honourable member would still be there, but I do not think that is something you can blame the Government for.

Members interjecting:

The CHAIRMAN: Order!

The Hon. M. M. Wilson: I am sorry, I am not trying to be flippant, because I know the honourable member is quite serious in his remarks, but I am at a loss to understand what we could do other than what we are now doing. We have brought in a radical new fare policy to encourage people to use the S.T.A. services when the buses are empty and that is what we have to do. One of the problems is that many times the buses in particular are travelling when they are empty and that is an enormous cost to the taxpayer.

Mr ABBOTT: I have a final question on the 'Miscellaneous' lines, and I appreciate that a question was asked earlier this afternoon on the subsidies to country town bus services. The amount sought for this is \$318 000, or \$61 652 more than was spent last year, but on checking, I find that at page 40 of the Treasurer's Financial Statement he reported that, '... included in this line is an amount to subsidise the Murray Bridge town bus service'. When the former Government introduced this country town bus scheme, a careful study was undertaken by the Department of Transport to ensure that it was not starting something that would simply snowball.

That report clearly stated that the only towns in South Australia which could possibly qualify for a subsidy were Port Pirie, Port Augusta, Whyalla, Mount Gambier and Port Lincoln. The report was produced by the Director-General of Transport. Has the Director-General changed his mind on this, as he did on the I.r.t., or did the Minister take the decision to provide the subsidy against professional advice? If so, what are his reasons? Perhaps the Minister of Environment and Planning, who is the local member representing Murray Bridge, is so unsure of being re-elected that he needs to have votes bought for him, or was the provision of the bus service subsidy a quid pro quo for the Minister's looking the other way regarding the O'Bahn intrusion into the Torrens Valley and no proper environmental impact statement? The whole thing seems rather fishy to me.

The Hon. M. M. Wilson: I will answer that part of the question which relates to the country town bus services, and not the snide remarks made against the Minister of Environment and Planning, who can take such remarks and can defend himself and, in particular, the snide remarks made against the Director-General, who is really not in a position to defend himself; nor would I let him do so at this stage. In the report on country town bus services, to which the honourable member referred, the question of

Murray Bridge was regarded as marginal at that stage. It is now the advice of our officers in the department, or it was a few weeks ago, that it was no longer marginal and should be instituted. It is as simple as that.

Mr BECKER: On the line 'Miscellaneous, Feasibility Study, John Creswell Stand \$20 000', can the Minister explain why he has been approached to provide \$20 000 for a feasibility study in relation to the John Creswell Stand and what has the cricket association in mind in relation to this project?

The Hon. M. M. Wilson: The South Australian Cricket Association approached me some months ago, as have many organisations, including the jockey club, for some assistance in reconstruction of the Creswell Stand, not actually for assistance in doing the job, but to give them some advice as what they should do. The cricket association is determined to make the most use it can of what is a remarkable asset, which is the Adelaide Oval. It wants, in an entrepreneurial sense, to construct at Adelaide Oval various facilities that will encourage a greater use of the oval. I mention squash courts, and things of that nature, which are not necessarily going to be there, but that sort of thing could bring about an effective use of this asset during the week as well as sporting fixtures on the oval itself.

The association had a proposal before it and it wanted to find out whether it would have to rebuild the John Creswell Stand or whether it was in such a condition that it had to be knocked down and a completely new structure put there. The association approached me just on that matter alone to see if we could help. I did arrange through the Minister of Industrial Affairs for some assistance from the Public Buildings Department, for personnel to do an investigation and some testing of the structure to see if it was necessary to demolish the whole stand.

I am not saying that the cricket association is going ahead with this particular proposal: that will be for it to decide and announce at the appropriate time, but that was the fact. I was rather surprised to see it popping up here as a Treasury directive that there should be an additional line on this budget for payment to the P.B.D. I was surprised, as probably the honourable member is, to see it there, but it was a Treasury accounting matter. There was no cost on recreation and sport for that particular item. I was assuming that the Government would just provide it as a service in this particular case.

Mr BECKER: I was surprised because, if the Public Buildings Department was involved in it, then I would hate to think that the Minister's vote had been reduced by \$20 000, which in turn could affect one of the other areas, such as sporting organisations.

This year \$139 000 is proposed for the South Australian Sports Institute. What we will get for that sum this financial year? What sports will be involved and what personnel will be appointed to the Sports Institute? What will be the role of those people in relation to the co-ordination of the various sports? Will the Minister give details of what will happen in regard to the Sports Institute and when it will commence its operations?

The Hon. M. M. Wilson: The Sports Institute has begun its work, very energetically, I might add. I believe that at least 16 scholarships have been awarded already. I can obtain more detailed information for the honourable member. The Director is Mr Nunan, who has been seconded from the Recreation and Sport Division. Mr Jess Jarver is also a member of the institute's staff and has been seconded from the division. To the sum of \$139 000 must be added the \$11 000 advanced in the last financial year, making a total of \$155 000, plus the \$50 000 in salaries for the seconded people, which gives the sum of \$200 000. In addition, the

institute is guaranteed an extra \$80 000, if the money is not available for private sponsorship, making a total of \$280 000.

Mr BECKER: This year \$450 000 has been allocated for the recreation and sport fund, compared with actual payments of \$712 563 last year against a budgeted sum of \$1 500 000. The yellow book (page 98), in explanation to this question, states:

There is a need for supervision and control of activities carried out under the Lottery and Gaming, Racing and Soccer Football Pools Acts and to keep Government policy up to date through Act/regulation reviews and appropriate changes.

The broad objectives of preliminary mechanisms and so on are outlined, and it is further stated:

Specific objectives/targets for 1982-83 (significant initiatives/improvements/results sought).

To modify soccer pools rules to make the game more attractive to the public and to increase revenue to the Government.

I take that statement to mean that the \$450 000 allocation this financial year is merely a proposed figure and that, if the modified soccer pools rules attract greater public support and increase the revenue, we will see a significant improvement in that figure. What action has the Government taken to ensure that soccer pools as we know it, or Six from 36, is being promoted in South Australia to the extent that the community is aware that the proceeds go to sporting bodies in the State through the Recreation and Sport Division?

I ask that question because it has been stated many times in advertising for the South Australian Lotteries Commission that the money from lotteries goes to the Hospitals Fund to support hospitals, charities, and so on. In actual fact, that money has always gone via the Hospitals Fund into general revenue. In this case it was intended that the money from soccer pools should go to sport and recreation. What can the Government do to encourage the promoters of soccer pools in South Australia to attract people to support the Six from 36 operation with specific publicity that informs people that the proceeds go to our sporting bodies?

The Hon. M. M. Wilson: The publicity for the new launch of Six from 36 was a little disappointing, I thought. There was a rather large increase in revenue for the Government from the Six from 36 game to nearly \$16 000 in the first week from \$6 000, which was a remarkable increase. However, we have been in touch with the promoters and we have stated that we believe that more publicity should be given to the fact that that has happened.

In relation to the question of money going into the Sport and Recreation Fund and not simply using it as a device to swell general revenue, the honourable member will see that the Loan allocation to recreation and sport has been slightly reduced, as have most Loan allocations for all Government departments. There has been a slight reduction of about 5 per cent. The Recreation and Sport Fund is separate, although it is quite easy to mix them up, because some of the projects funded from the Recreation and Sport Fund are similar to project funded from the Capital Assistance Scheme. In fact, we have funded some programmes a little from each area.

The important point is that all the money is used for sport, unlike New South Wales, where a good deal of the revenue raised from soccer pools goes into general revenue. Only a percentage of the recreation and sport fund in New South Wales is actually allocated for sport and recreation, whereas in South Australia the total amount received goes into the Recreation and Sport Fund. It will be of interest to the member for Gilles that the Northern Territory now has a lottery as part of the Lotto Bloc game. The proceeds from that lottery are dedicated to sport and recreation. In fact, it is anticipated that those proceeds will be used to finance that division in the Northern Territory. It will not be a sacrosanct fund similar to the South Australian fund.

It is too early to say whether that will happen but we understand that is proposed. Once again, it is a method of bolstering general revenue, whereas the South Australian fund is not.

Mr BECKER: To return to my original question, what can you do, as Minister, and what can the Government do to encourage promoters to highlight on all publicity and on all entry forms the fact that proceeds from the six from 36 game go to South Australian sporting bodies, Aboriginal sport or to sport in general? When I have spoken to officials from various national sporting bodies over the past two weeks, they have said that it is a tremendous idea and a tremendous boost. They asked how much we were receiving from it and, when I said that it was about \$6 000 a week, they said, 'My God, what is wrong? Why aren't you pushing this and promoting it through the sporting bodies and encouraging sport-minded people to support this system knowing that the money comes back into sport?'

The Hon. M. M. Wilson: I apologise to the member, because I misunderstood his question. We will take up that matter. I think the member has raised a very good point and we will take it up directly with the promoters.

Mr SLATER: I wish to follow up those comments about soccer pools. I have commented about soccer pools in the House and I think my comments are worth repeating. The member for Hanson asked the Minister whether the Government could give further assistance to soccer pools. The Government has bent over backwards to help the promoters of the soccer pools but, because of the lack of public appeal, success has not been achieved. The new six from 36 system still relies on match results. That is not advertised whereas, if success is to be achieved, they must be honest. They are dishonest.

In the X-Lotto operation run by the Lotteries Commission success has been achieved, and whether the money goes to the Hospitals Fund or to general revenue does not matter: as a statutory authority, the Lotteries Commission has promoted a reliable, honest, and eminently successful operation for the past 17 years. I voted for the soccer pools legislation, but many members on this side did not do so. Since the operation of the soccer pools I have resented two things that have occurred in relation to that operation. First, there was the change of regulations over which the Chairman of the Lotteries Commission resigned. The regulations were changed to enable soccer pools agents to operate similarly to Lotteries Commission agents. That was completely wrong and false.

The second occurrence to which I objected was the change in the form of the game, which was not a part that we supported when the legislation came before the House. I resent the fact that the soccer pools pay only 37½ per cent in prize money to the competitor. The public should be told that that is so. An investor with the Lotteries Commission receives back on average, 61 per cent and the average return to a punter on T.A.B., the best investment of all, is as much as 80 per cent of investment. On television, the Minister was seen at the launching of this new operation, but I believe that the Government should take no further part in promoting soccer pools. Does the Minister intend to assist soccer pools any further?

Mr BECKER: The member for Gilles missed the point.

The ACTING CHAIRMAN (Mr Glazbrook): That is not a point of order.

Mr BECKER: He misrepresented what I said, and that is a point of order.

The ACTING CHAIRMAN: It is not a point of order. Does the Minister wish to answer the question?

The Hon. M. M. Wilson: I am concerned with only one thing: to get more money for sport and recreation in this State and, while I am Minister, I will do everything in my

power to help sport and recreation. Far from helping the soccer pools, the Government has just ripped another 2½ per cent from them as a further contribution to the Government, so the contribution has gone from 30 per cent to 32½ per cent. If things keep going the way they are at present, we will receive \$1 000 000 a year, which will be a very great plus for sport in this State. I will continue to fight in the interests of sport and recreation in this State. The prize in the soccer pools has regularly been over 40 per cent, not just 37½ per cent. I say that merely for the record and do not wish to argue about the difference between 40 per cent and 60 per cent.

Mr SLATER: The sum allocated this year for the South Australian Sports Institute is \$139 000, but it would appear that much more will be needed to finance the activities of the institute. The institute seems to rely fairly strongly on the private sponsorship, and it must be realised that many other sporting organisations, both professional and amateur, are looking for this kind of private sponsorship.

The Hon. M. M. Wilson: Did the honourable member hear the figures I read out a little while ago, totalling \$280 000?

Mr SLATER: I did, but I did not catch what they were about.

The Hon. M. M. Wilson: There is an amount of \$139 000, as the honourable member correctly stated. Added to that is an \$11 000 advance from 1981-82, giving \$150 000; \$50 000 in salaries actually paid through the Recreation and Sport Division, and another guarantee of \$80 000 on top of that, making a grand total of \$280 000. The guarantee of \$80 000 depends on the amount of sponsorship obtained and is something of which the board of the Sports Institute is well aware. With regard to the details for which the honourable member asked, I am having discussions tomorrow with the Director of the institute to bring me up to date on those questions. If I had been sensible I would have had that hearing before this Committee hearing, but I was caught up with other things.

An honourable member: Are you suggesting you are not sensible?

The Hon. M. M. Wilson: It would not matter what I suggested. Honourable members would make up their own minds.

Mr SLATER: Does the Minister administer the Recreation Grounds Act?

The Hon. M. M. Wilson: No. I think that that Act is the province of the Minister of Local Government.

Mr SLATER: I turn now to the Betting Control Board. Page 223 of the Auditor-General's Report shows a statement of bookmakers bonds and securities held at 30 June 1982. I have compared the figure shown for 1981 with that shown for 1982. It appears from that comparison that the number of bookmakers holding licences has declined. One of the reasons may have been the closing of the flat enclosures at racecourses, but that still leaves the grandstand and derby bookmakers and the licensed premises at Port Pirie, which are fortunately remaining.

Can the Minister give me the number of bookmakers currently holding licences for the grandstand and derby enclosures? This figure will no doubt include some people who have other licences to bet only at trotting, the dogs, and so on. I know that there are a multiplicity of licences involved in this matter, so if this information is not readily available I would appreciate it being supplied to me at some future time.

The Hon. M. M. Wilson: My officers have been taking note of the honourable member's questions, and I will make sure that this information is supplied quickly. However, I think that the honourable member has probably answered

his own first question, because the reduction of bookmakers on the flat and the Betting Control Board's policy on age—

Mr SLATER: To 70 years?

The Hon. M. M. Wilson: Yes. I think that those are the reasons for the reduction in the bond money holdings. We will certainly get that information for the honourable member.

Mr LANGLEY: All members will be aware of the complexes that have been built by the South Australian Jockey Club, the South Australian National Football League and other sporting bodies. Are some of these complexes financed by grants and are some assisted by Government guarantees? What interest rates are paid?

The Hon. M. M. Wilson: Is the honourable member referring to loans to sporting bodies?

Mr LANGLEY: I am referring to the South Australian National Football League's guarantees. I am not sure about the South Australian Jockey Club, nor am I sure about the sporting complex to be built in Hindley Street.

The Hon. M. M. Wilson: With regard to the South Australian National Football League, I understand that the league recently announced that it was not beholden to anyone any more and that it has surrendered its guarantees. Those guarantees were arranged with the Treasury and therefore I was not aware of the details. That was a matter for the Treasurer, I think from the days of Mr Dunstan as Treasurer; he had an observer on the football league. Loans to some sporting bodies, such as the Aberfoyle Hub, were originally made on a no-interest basis. I think those days are gone and I think there has to be, even if it is small, an interest rate in the future and I am talking of, say, 5 per cent to 7 per cent—something of that nature. I would like to encourage loans to sporting bodies because I think that is a more equitable way of distributing the available moneys and, of course, the money turns over and more sporting organisations get assistance.

Mr SLATER: It encourages self-help.

The Hon. M. M. Wilson: Yes, it encourages self-help, and I am rather keen on that. I hope to see a greater percentage of the capital assistance programme in future going in loans. As to percentages, other than that I do not think I can help the honourable member. If he would like me to do so, I can find out the details of the guarantees to the South Australian Jockey Club and the South Australian National Football League. I would be very happy to do that.

Mr LANGLEY: Referring to the Hindley Street complex, is it likely that the Government will assist that?

The Hon. M. M. Wilson: The aquatic centre?

Mr LANGLEY: Near the brewery.

The Hon. M. M. Wilson: If there is a loan it depends on how the Government raises the finance and, as I understand it, it will be the Government paying the interest, not receiving it. I will certainly make an announcement about that when we arrange the finances.

Mr LANGLEY: As the Minister said, small clubs need a lot of help; in most cases, they have been given a direct grant from the Recreation and Sport Fund. That is what happened when I was on the committee. The Sports Advisory Council indicated which bodies would be best fitted for receiving this grant. Naturally, recommendations went to the Minister as to which bodies should receive grants. I know it is a hard job to decide that. Is the same method being used now?

In some cases, people have received a grant when all the work was done by voluntary labour and, of course, they progressed a little further with their project. Is the Government considering whether it may be able to help in granting some type of loan which would improve conditions, especially in the country, for small sporting bodies? There must be some reason for the reduction.

The Hon. M. M. Wilson: The honourable member referred to the soccer pools Recreation and Sport fund. All that does is point out the reduction we have had in money coming into the fund. If money does not come in, we cannot spend it. The soccer pools fund is entirely separate, for accounting purposes, from the capital assistance programme to which the honourable member referred. We certainly do use the advice of the Sports Advisory Council, although now the State sporting associations have a much greater say in setting priorities for applications coming through for their particular sports. For instance, the Tennis Association would send us a list of all the applications ranked in the order it considers most needy. Obviously, we take notice of that. But, on policy, I usually go by the advice given to me by the advisory council. The loan question is one I look forward to discussing in the near future, because I agree with the honourable member.

Mr LANGLEY: It has changed a little since that time, but I think more other sports are participating now. All members of the committee did not plump in any way for their own sport. Over a period the price of all sporting material has jumped considerably, and I am concerned, as the Minister may be, about this. When one speaks with sporting people, one finds that they are worried about sales tax on goods imposed by the Federal Government. Sport is being upgraded continually, and more people are participating. If sales tax were reduced, it would be a great help in ensuring that clubs remain solvent. Has the Minister taken up that matter with the Federal Minister?

The Hon. M. M. Wilson: Yes, I certainly have. I think the last time I discussed it was in February this year at the Recreation Ministers' Conference in South Australia. It is an evergreen question, which I certainly keep raising. It will be changed only if the Federal Government changes its policy.

Mr LANGLEY: It is not a great deal of money in the total Budget when one thinks of what the Government receives in the way of revenue on this score.

The Hon. M. M. Wilson: That is right.

The ACTING CHAIRMAN (Mr Glazbrook): There being no further questions, I declare the examination of the vote completed.

Marine and Harbors, \$17 277 000

Chairman:

Mr G. M. Gunn

Members:

Mr R. K. Abbott
 Mr H. Becker
 Dr B. Billard
 Mr R. E. Glazbrook
 Mr G. R. A. Langley
 Mr K. C. Hamilton
 Mr W. A. Rodda
 Mr J. W. Slater

Witness:

The Hon. M. M. Wilson, Minister of Transport, Minister of Recreation and Sport and Minister of Marine.

Departmental Advisers:

Mr J. G. Griffith, Director-General of Marine and Harbors.
 Mr K. R. Freeman, Director, Administration and Finance, Department of Marine and Harbors.

Mr ABBOTT: On page 125 of the Auditor-General's Report the table on the results of operations shows that

Port Adelaide had fewer vessels in 1982 than it had in 1981. Is this due to the debt charges associated with the capital investment required to provide an effective port service? Is it possible for the Minister or his departmental officers to elaborate on this and explain those debt charges of \$6 800 000?

Mr Griffith: The debt charges, which comprised the interest sinking fund contributions for the repayment of loans and the superannuation contributions, are allocated to the department annually by the Treasury, and those amounts relate to the value of assets—the value of investments in port facilities. Certainly, they are a factor in the economics of any port, but they really have no relationship to the volume of shipping that a port may attract. Under ideal conditions the charges are recovered by way of charges levied on shipping and cargo and thus a commercial port is, and should be, self-supporting. However, it is not really a factor in determining the number of ships that utilise a port.

Mr ABBOTT: The figures for the tonnage of certain commodities handled indicate that there will be less tonnage handled in 1982 than there was in 1981, especially in regard to grain, iron ore and coal. What are the prospects for 1983, what effect is the drought likely to have on vessel movements, and what is likely to be the consequential financial loss as a result of the effects of the drought?

Mr Griffith: The forecast of the amount of grain to be shipped through Government-owned ports, namely, Thevenard, Port Lincoln, Port Giles, Wallaroo, Port Pirie, and Port Adelaide, is that it will be well down on the actual tonnage for 1982, which, in turn, was down on the tonnage achieved for the previous year when there was a good grain season. In terms of the overall financial results for our State port system, that decrease in tonnage will have quite a significant effect, which could mean a revenue loss of \$2 000 000 or more.

Mr ABBOTT: The proposed expenditure for ports operations and marine affairs is down by almost \$95 000 compared with the actual payment for 1981-82 (page 81 of the Estimates of Payments). What staff cuts are planned for 1983? The table on page 126 of the Auditor-General's Report indicates that for the past three years there has been a decrease every year in both salaried and weekly paid staff.

The Hon. M. M. Wilson: I shall ask the Acting Director of Administration to explain this matter. There has been a transfer of funds. Once again, we have the same situation with salaries and wages that I have mentioned with the other departments. The inflation factor comes out of the round sum allowance, but there is a shift of emphasis here.

Mr Freeman: We had a group of about six people comprising the revenue section. They were attached previously to the Port Operations and Marine Affairs Branch of the department, but, as they have now been transferred into the administrative division, there was a reduction in the salaries line for the Port Operations and Marine Affairs Branch. However, it has been transferred up into the \$1 652 000 under 'Administration'. Therefore, it is just a transfer out of one line into another.

Mr ABBOTT: On page 37 of the Treasurer's Financial Statement, reference was made to the transfer of the departmental crane shed operations. Which operations were transferred to the stevedoring companies during 1981-82? What financial benefits resulted for the department, and is it proposed to transfer any further operations during this financial year?

The Hon. M. M. Wilson: We are certainly not transferring any more this financial year, but the Director-General can answer the first few questions that the honourable member asked.

Mr Griffith: Approximately 22 persons employed in the crane shed in the inner harbor at Port Adelaide were members of the Miscellaneous Workers Union and voted to join the Waterside Workers Federation. Their task was really a stevedoring operation that was instituted by the then Harbors Board in the early 1950s and involved the operation of forklift moving cargo in designated areas of the port.

There is a cost saving to the department because of the change in shipping and cargo handling methods. The whole of the unit was not completely utilised, so there was an idle time factor. The cost savings could be about \$300 000 per annum, but the same operators, in addition to cargo movements with these forklift units, also operate the cranes at Nos 13 and 14 berths. They will continue to operate those cranes, but as members of the Waterside Workers Federation, so it has been really a change of union affiliation.

Mr BECKER: I refer to page 126 of the yellow book, where, referring to 'Sea Transport Planning and Community Amenities', under the heading '1981-82 Specific Target/Objectives/Significant initiatives/improvements/achievements', it states:

Confirmation from UK/Europe Shipping Conference that monthly conference service which commenced on a 12-months trial basis in March 1981 'was not a permanent service.'

I ask whether that is a misprint and should read 'was now a permanent service'. I refer to the *South Australian Ports and Shipping Journal*.

The Hon. M. M. Wilson: I think I can save time. It is a misprint; it should be 'now'. It was rather frightening when I first read it, I might add.

Mr BECKER: That makes all the difference, because it confirms the success of the department in getting into the Europe Shipping Conference. It must have long-term benefits for the port. Is that correct?

The Hon. M. M. Wilson: I am delighted that the honourable member has asked that question, on which he had no prompting from me at all. This is probably one of the most unsung achievements of this Government. Its importance to this State is almost immeasurable, and the credit is largely due to the member for Victoria, who, as Minister, was responsible for bringing off this service. He did all the negotiations: I came in just in time to attend the final meeting and pop the champagne corks. I would like also to add that negotiations are well under way now with ANSCON, the Australia, Japan, North Korea Northbound Shipping Conference. A very successful meeting took place in Adelaide only two or three weeks ago with the Japanese and Australian principals of that conference, and it will probably be necessary for me to travel to Japan in the not too distant future. It will be a very short working trip and I hope very much that, following the hopeful discussions that we had at the last meeting, we will also be able to announce regular container cellular shipping services which will involve the Japan-Korea Southbound section of that conference. Once again, I pay a tribute to the member for Victoria, who did so much in the initial stages to break the back of those very difficult negotiations.

I ought also to say that the support given by the South Australian shippers themselves, the importers and exporters, has been absolutely marvellous. It is in no small way due to the formation of the South Australian shipping user group—once again an initiative of my colleague, the member for Victoria. I would like to take this opportunity of paying him a tribute.

Mr BECKER: Thank you, Mr Minister. I think that your Director-General and his staff also did much work.

The Hon. M. M. Wilson: They have told me that they have.

Mr BECKER: The little knowledge I have of the department through the P.A.C. is that I would confirm that; if they have told you that they have, it would be true.

The Hon. M. M. Wilson: I am very lucky to have the exceptional staff in the department.

Mr BECKER: I am extremely impressed with the management and operation of the department, and I think that you are quite right that they have not been given sufficient credit for the successes that they have achieved under difficult world economic problems.

On page 128 of the yellow book, relating to 'pollution management' and 'national resources', under the heading, 'Commentary on major resource variations between the years 1981-82 and 1982-83', it is stated that the reduction in recurrent expenditure of \$53 000 for 1982-83 over 1981-82 can be attributed to the abnormal expenditure in 1981-82 associated with the oil spill caused by the grounding of the vessel *Anro Asia* in Queensland waters. Would the Minister please explain why South Australia was involved in the expenditure involved with this oil spill, because I understand that the programme in this area relates to South Australian waters?

The Hon. M. M. Wilson: It is very simple: we are part of the national plan to combat oil spillage, and I understand that that is our share of the cost. However, the Director-General can amplify that if he wishes.

Mr Griffith: That is true. South Australia is part of the contributor to the national plan to combat pollution of the sea by oil. Part of the plan is to mobilise equipment at any point in Australia where it is needed. Queensland was unlucky, or the port of Brisbane, in having the *Anro Asia* ground in the entrance to the Brisbane harbor. We flew two operators and oil pollution equipment to Queensland and thus incurred a cost which is recovered from the national plan fund operated by the Commonwealth Government through a levy on shipping. That cost has been fully recovered and paid into general revenue, so that the net cost to the State is nil.

The ACTING CHAIRMAN (Mr Glazbrook): We should move along. The member for Flinders wishes to ask a question and, in view of the hour, we should move on as quickly as possible.

Mr HAMILTON: What were the reasons for the fretting away of concrete bricks around the waterway at West Lakes? I have sighted the breaking away of many of these concrete bricks. Can the Minister inform me how many metres or kilometres of concrete bricks have been replaced around the waterway at West Lakes? Is the programme for replacement complete? If not, what is the future programme for the replacement of these concrete bricks? What has been the overall cost or costs involved in this programme and over how many years? Who was the manufacturer responsible and what recovery, if any, was made by the department from these people who manufacture the bricks?

The Hon. M. M. Wilson: The initial building was on the basis of a contract let by West Lakes Limited. I approved work to commence some weeks ago. We thought that it should be done as soon as possible. I do not believe that my officers have the fine detail which the honourable member requires as to the length and number of bricks that have to be replaced but I will certainly get that information for the honourable member as well as the time of construction, etc.

Mr HAMILTON: Is it a considerable length of the lake?

The Hon. M. M. Wilson: Yes, it is a reasonably long section.

Mr RODDA: I refer to page 111 of the yellow book. I know that there is no answer to this question but it must be asked. When we look at recurrent receipts we see that the Department of Marine and Harbors is income earning.

We see that \$30 234 000 is proposed to be earned in 1982. In recurrent expenditure the figure is \$20 192 000. Because of a shortage of funds in the State there has to be an apportioning out. This money could be used within the department which earns it to great advantage to the State. I know the constraints that the Minister has on him. I highlight that point because I think it should be said from the experience I had.

It should be said on this occasion, notwithstanding the processes that we now have in Budget review committees. They are necessary. This and several other departments are limited in the springboard progress they can make in the State. I just wanted to highlight that. I do not know if the Minister wants to comment on that. There is little to be said about it. I know he does have constraints placed on him.

The Hon. M. M. Wilson: I have to say in somewhat whimsical tones that it was one of the first things my officers pointed out to me when I took over the portfolio but, indeed, the department is to be commended on the fact that there is that \$10 000 000 surplus, which increased the revenue. I suppose it can be likened to Woods and Forests, which is in a similar situation. As the honourable member for Victoria says, there is very little else that can be said.

Dr BILLARD: I noticed in another Committee this morning concerning data processing that reference was made to major projects that were being undertaken and reviewed. Reference was made to the Department of Marine and Harbors, which had been reviewed during the year. Can the Minister say what progress has been made and what is happening in that area?

The Hon. M. M. Wilson: I will ask the Director-General to give more detail, but the Government has recently approved the acquisition of the new computer system for the department, a shipping information service, and the like, and it has been approved and is of the order of \$1 005 000. As the member for Newland is rather expert in these affairs, perhaps the Director-General would like to expand a little on the use that the computer will be to the department.

Mr Griffith: The computing system consists of a prime 25011 computer and a McCormack and Dodge software package. The hardware, the computer, is expected to be delivered to the department on Thursday week. Tenders closed yesterday for the accommodation for the computer itself, and part of the conditions of tendering was that that accommodation be completed by 1 December. There are two major components of the system. One is the financial system itself, which is related to the normal financial operations of the department, including information for programme budgeting, and we expect that system to be operating by May 1983. The second and very significant part of the system is a shipping information system. Basically, that is of great significance to the department, in that we hope it will help us keep ahead of our competitors in the competitive business in which we find ourselves, and that is now programmed to be implemented early in the financial year 1983-84. That is the present state.

Mr Blacker: I have received information from the Minister on the operation of the certificate of competency examinations, the courses that are under way, the arrangements that are made with the community colleges for the conduct of those courses and, also, the manner in which the department is stressing the points of view and the processing of applications. I will not mention names now, but I would like to bring it to the Minister's attention tomorrow, bearing in mind that examinations are to take place in Port Lincoln tomorrow. A number of applicants for that examination who have spent several weeks on it, because of red tape, which I emphasise, are being denied the opportunity to sit

for the examinations, even though they have gone so far down the course.

As it has been put to me, it seems unfair on those persons, even though something might not be quite correct along the line. But, to be denied the opportunity to sit for the examination, bearing in mind that repeat courses may be another two years away, is of some concern. I believe that this has happened to a number of students in the course at present under way at Port Lincoln. I have also had similar queries regarding courses conducted in the South-East.

The Hon. M. M. Wilson: If the honourable member would supply me with details I would be happy to look at it. As the honourable member knows, we have already had some other complaints, but I want to have a close look at it.

Mr Griffith: I am not familiar with the points raised. I know that examinations are being conducted at Port Lincoln, but I have not heard of the problems that the honourable member has raised.

Dr BILLARD: On page 130 of the yellow papers, the area of significant targets and objectives is mentioned. Two areas interest me, and one has already been mentioned, regarding the shipping conference arrangements. The other area that interests me is the area of the operation of the Department of Marine and Harbors in an effort to attract investments into the port industrial estates by port related industries. First, how successful has that been? Secondly, how actively do officers of the department pursue potential development for the port industrial areas, that is, do they simply give notice to those who come or do they go out and seek possible industries? Thirdly, how do their efforts tie in with the efforts of other departments, for example, the Department of State Development and the efforts of the Minister of Industrial Affairs?

The Hon. M. M. Wilson: The development and promotion of the port industrial estates is absolutely vital to South Australia, especially when one considers that this probably is the only port in Australia which has land adjacent to a shipping channel where industry can set up in this manner. Of course, I do not have to explain to the honourable member the advantage to Eglo Engineering when it set up here earlier this year. The promotion of the industrial estates is not a passive thing at all: it is quite aggressive. In fact, our marketing is extremely aggressive and we go out and seek.

Only today, before I came into this place, I signed an approval for the letting of a small consultancy in Paris for the promotion of the industrial estates in that section of Europe. At the moment we are negotiating with North America for something similar. In fact, that is a fairly difficult decision because we are also considering joining a several-pronged attack on North America with the other departments mentioned, the Department of State Development and the Department of Industrial Affairs. If we are satisfied that the consultants proposed have the expertise in shipping, which is a very specialised area, then we will be joining that. But, that is a difficult decision to make because, as the honourable member would realise, the promotion of these things in other countries can bring untold benefits.

It is important in the present financial situation that we get the absolute best value for the dollars that we spend in these promotions. I am trying to answer all of the honourable member's questions in the one statement. In answer to the last part of his question in respect to co-operation with other departments, the answer is, 'Yes'. The availability of industrial land in Adelaide starts with the port industrial land, and goes down towards Technology Park, so at one end there are the high tech industries and at the other end of the industrial estates are the port related industries. Both

sides of that section of industrial land require specialised promotion.

The CHAIRMAN: I wish to draw the attention of the Committee to the Sessional Orders, which provide that the debate on the remaining votes allocated for today shall cease at 10 p.m. and no further opportunity will be made available for debate. We have about nine minutes left. There being no further questions, I declare the examination of the vote completed.

Works and Services—Department of Marine and Harbors, \$13 000 000—examination declared completed.

Minister of Marine, Miscellaneous, \$880 000

Chairman:

Mr G. M. Gunn

Members:

Mr R. K. Abbott
 Mr H. Becker
 Dr B. Billard
 Mr R. E. Glazbrook
 Mr R. J. Gregory
 Mr K. C. Hamilton
 Mr W. A. Rodda
 Mr J. W. Slater

Witness:

The Hon. M. M. Wilson, Minister of Transport, Minister of Recreation and Sport and Minister of Marine.

Departmental Advisers:

Mr J. G. Griffith, Director-General of Marine and Harbors.

Mr K. R. Freeman, Director, Administration and Finance, Department of Marine and Harbors.

Mr HAMILTON: Will the Minister advise the number and type of water quality surveys that are conducted in a 12-month period in regard to the waterway at West Lakes, and could the Minister state the actual payments in 1981-82 for maintenance and operational costs? What specific maintenance and operational costs were involved in that period for the West Lakes waterway?

The Hon. M. M. Wilson: All I can say is that that bank of protection, which the honourable member mentioned, comes under this line, and additional funds are required to cover the partial replacement of the concrete blocks in the basin. If the honourable member requires a more detailed breakdown, I will obtain that information. The honourable member also asked about the water quality checks.

Mr Griffith: The E. and W.S. Department is undertaking the tests on a regular basis, but I cannot say how often.

The CHAIRMAN: There being no further questions, I declare the examination of the vote completed, I thank the Minister and his officers for their attendance.

ADJOURNMENT

At 9.55 p.m. the Committee adjourned until Wednesday 22 September at 11 a.m.