

HOUSE OF ASSEMBLY**Thursday 15 September 1994****ESTIMATES COMMITTEE B****Chairman:**

Mr H. Becker

Members:

The Hon. Frank Blevins

Mr C.J. Caudell

Mr I.F. Evans

Mrs R.K. Geraghty

Ms A.K. Hurley

Ms E.M. Penfold

The Committee met at 11 a.m.

Transport, \$12 165 000

Passenger Transport Board, \$148 679 000

TransAdelaide, \$75 115 000.

Witness:

The Hon. Diana Laidlaw, Minister for Transport.

Advisers:

Mr R. Payze, Chief Executive Officer.

Mr A. Herath, Director Corporate Services, Marine and Harbors Agency.

Mr T. Delaney, Manager, Finance.

Mr A. Rooney, Acting Director, Planning, Marine and Harbors Agency.

Mr M. Harrison, Manager, Corporate Accounting Services.

Mr W. Parham, Director, Commercial, Marine and Harbors Agency.

Mr C. McSparran, Senior Project Officer, Programming, Department of Transport.

The CHAIRMAN: This is a relatively informal procedure: there is no need to stand to ask or answer questions. The Committee determines, in conjunction with the Minister, the approximate timetable for consideration of the various lines, and that has, I understand, already been done. The representative of the Opposition no doubt will have confirmed those arrangements.

As there are changes to the composition of the Committee, they must be notified to the table. We can then ensure that I know who is representing whom.

If the Minister undertakes to supply information at a later date, it must be in a form suitable for insertion in *Hansard*, and two copies must be submitted no later than Friday 30 September to the Clerk of the House of Assembly.

I propose to allow the lead speaker for the Opposition and the Minister to make an opening statement, if desired, for about 10 minutes but certainly no longer than 15 minutes. I practise quite a flexible approach to giving the call for asking questions. I call on the lead person for the Opposition to ask three questions and then I alternate to the lead person on the Government side—backwards and forwards. I am not keen on supplementary questions, but I will allow them. I think the question itself should stand up. I do not like questions with

more than two parts—I think that is unfair. It is better to have straight, short, precise questions and then the Minister can, if she desires, give short, precise answers. However, I cannot force the Minister to do that.

Subject to the convenience of the Committee, a member who is outside the Committee and desires to ask a question will be permitted to do so once the line of questioning on an item has been exhausted by the Committee. However, those people must indicate their intention to the Chair.

Questions must be based on lines of expenditure as revealed in the Estimates of Receipts and Payments. Reference may be made to other documents, for example, the Program Estimates and the Auditor-General's Report. Members must identify a page number in the relevant financial papers from which the question is derived.

I will not hold firm to that, but if members play up, I will be very firm. I remind the Minister that there is no formal facility for the tabling of documents before the Committee. However, documents can be supplied to the Chair for distribution to the Committee. The incorporation of material in *Hansard* is permitted on the same basis as applies in the House, that is, purely statistical and limited to one page in length. Questions are to be directed to the Minister and not to the advisers. For the purposes of the Committee, some freedom will be allowed for television coverage by permitting a short period of filming from the northern gallery. All television stations have been advised by the Speaker of the procedures to be followed, but I warn the Committee that I do not want the practice that occurred yesterday: we were sitting here watching paint dry, the television cameras came in, and all hell broke loose.

If that happens, I will exclude the television. I have the power to do so. As most members are new to the procedure, the idea is to seek as much information as you can from the Minister and, as I said, if you can be specific in the line of questioning, you will find that this can be very beneficial session of the whole of the Parliament in finding out exactly what happens within transport or whatever may be the portfolio areas we will be covering. It is not a political point scoring exercise but an information gathering one. Does the Minister wish to make an opening statement?

The Hon. Diana Laidlaw: Since the election last November there has been an intense level of activity in the transport portfolio. The Ports Corporation Act has been passed and will soon be proclaimed. The Passenger Transport Board (PTB) has been established. The State Transport Authority has been replaced by TransAdelaide, and the activity of the Office of Transport Policy and Planning (OTPP) has been dispersed across a number of agencies.

The Department of Transport played an important role in this process and I would like to thank all officers for their cooperation and professionalism during this period of reform. The Department of Transport now has a wider role which incorporates responsibilities of the Road Transport Agency, the non-commercial services of the Marine and Harbors Agency and the planning and coordination function of the Office of Transport Policy and Planning. The Estimates of the Payments identifies \$214.1 million recurrent budget and a \$151.6 million capital budget, which includes expenditure for the Road Transport Agency, the Marine and Harbors Agency, functions of planning and coordination, plus ministerial support.

The total budget available to the Department of Transport represents a decrease of \$17.5 million, or 5 per cent in comparison to the total budget for 1993-94. In meeting this

reduction I am pleased to report that the impact on public services and project delivery has been minimised due to savings made in the support services and non-core areas. For road transport activities, funding from the Federal Government has decreased by \$15.5 million, or 26 per cent. This is mainly due to the untying of arterial road funds which are now the responsibility of the State, effective 1 January 1994.

The Road Transport Agency's State funded program has been maintained in 1994-95. As mentioned, the department has achieved savings, while largely maintaining effort on actual roadworks. In the longer term the Government is considering the potential for more flexibility and efficiencies to be achieved through an increase in the level of work outsourced. These savings have and will be directed to capital and recurrent roadworks. As part of the Government's policy, priority has been given to bicycle tracks, \$1.3 million; and the unsealing of unsealed rural arterial roads in unincorporated or non-council areas, \$4.6 million.

The program for road transport for 1994-95 allows for the continuation of work on the following projects: Cross Road between South Road and West Terrace; Panalatinga Road between Pimpala Road and Wheatsheaf Road; Port Wakefield Road, Port Wakefield to Wild Horse Plains; Salisbury Highway; the South Road connector; South Road, the Sturt Triangle. The budget also provides for commencement for work on the Main North Road, Hogarth Road—the Golden Way; Port Road Hindmarsh Bridge; Sturt Highway, Sheoak Log Bypass. Other highlights include the commencement of design work on stage 2 of the third arterial road from Darlington to Reynella and a 12-month pilot program, which we have called the Driver Intervention Program. This commenced in August this year.

I am also pleased to advise that the department in conjunction with Pavement Technology Limited won an Excellence in Engineering Award this year in the environment category for the recycling work performed on the Dukes and Sturt Highways, and the department's WorkCover audit rating is one of the best in the State Public Service. In respect to the South Australian Ports Corporation, in anticipation of the Act being proclaimed this year—and that will be shortly—Marine and Harbors has been restructured to focus entirely on commercial port services, with non-commercial services to be provided by the Department of Transport, nominally from the 1 July 1994.

The commercial ports profit target for 1994-95 is \$12.6 million compared to \$9.3 million achieved before extraordinary items in 1993-94, and there is a budgeted profit for 1993-94 of \$6.6 million. Under existing arrangements, half of these profits are paid to the Consolidated Account as dividend and tax equivalent payments, with the majority of the remainder of the profit being applied to debt reduction.

Debt will be significantly reduced in 1994-95 by around \$19 million. A major contributor to this will be the 10 year lease arrangement introduced for the Outer Harbor container terminal in conjunction with Sealand Australia Terminals Pty Ltd.

Container terminal throughput will be further boosted with the recent completion of stage 1 intermodal facilities comprising \$5 million of rail connections. Stage 2 work planned for this financial year includes \$3 million on extra container stacking areas and a new rail junction at Dry Creek to be completed in January 1995. Port charges are to be reduced, supporting the Government's commitment to a more efficient transport system.

The Ports Corporation will shortly negotiate a new financial charter and associated commercial arrangements, including an enterprise based agreement for corporation employees.

For activities associated with the previous Marine and Harbors Agency, the recurrent budget payments have increased by \$1.9 million due to the additional non-commercial expenditure, which includes \$1.8 million for recreational jetty services and \$1.5 million for the West Lakes revetment replacement. In addition, capital expenditure has been allocated to the screw pile jetty at Victor Harbor and to recreational boat ramps in anticipation of the introduction of recreational boating and fishing industry levies as the basis for expanded programs in these areas.

The increased non-commercial expenditure has been offset by decreases in the commercial area now under the control of the soon to be proclaimed Ports Corporation. Taking into account capital expenditure, overall expenditure has decreased by \$1.5 million.

The coordination and planning budget of \$3 million in the Department of Transport also provides \$1.4 million for the intermodal transport initiative. The Transport Policy Unit, formed in December 1993, is a small group of seven officers established to provide me as Minister for Transport with independent strategic advice on a broad range of transport issues.

The unit has a brief to be involved in the formulation and monitoring of transport policy and supporting research, and it provides assistance for inter-governmental relations and specialist advice and assistance to other Government agencies. Five members of the unit were former staff of the OTPP and are formally seconded to the Department of Transport. A significant number of the policy and research functions of the former OTPP, disbanded by the former Government on 30 June 1994, have been assumed by the unit.

The Transport Policy Unit is fully independent in a reporting sense but for practical reasons is not a separate administrative unit. Administratively, the unit appears under and draws its budget from the Department of Transport. The unit's contributions in 1993-94 were: initiation of the Government's policy to develop a transport strategy for Adelaide; representation on national inquiries and the coordination of the State Government response to the Industry Commission inquiries into the urban transport and national transport planning task force; representation on various national working groups dealing with issues such as the national transport policy framework and inter-governmental agreement on transport; involvement in Federal-State negotiations with the Federal Airports Corporation, the National Rail Corporation, Australian National and the National Road Transport Commission; the coordination of aviation proposals aimed at improving air services and facilities in support of the Government's tourism transport and economic development strategies; and assistance to officers of the Road Transport Agency in developing and introducing a trial livestock loading scheme later this month, with the aim of improving the productivity of livestock movements. Given the disbanding of the Office of Transport Policy and Planning, significant changes have been required in the presentation of the budgets for affected areas in 1994-95.

Mrs GERAGHTY: I refer to the Financial Statement (page 2.8). In order to meet the Government's financial targets, the road transport agency has been required to achieve a recurrent allocation reduction of \$5 million. It is

expected that this will be achieved in 1994-95 while largely maintaining effort on actual roadworks. What proportion of the State's generated funding does the \$5 million represent? Can the Minister identify the areas in which she anticipates these savings can be found? What assurances can she give regarding the department's continuing capacity to deliver a range of high quality services?

The Hon. Diana Laidlaw: In respect of the last question, I can give an unqualified commitment that the department will continue to perform to high standards, and I expect even better standards in the future as it strives to become accredited and receive quality control certificates in a number of areas for the level of operation. In respect to savings that have had to be made following the Audit Commission and the State budget, it is true that \$5 million had to be cut from recurrent expenditure this year. We are seeking to do that through various outsourcing and reform initiatives, and that budget objective will be met.

Overall for road related expenditure in 1994-95 from State sources \$192 million will be spent, compared with the actual expenditure of \$188.2 million last financial year. There has been a cut in recurrent expenditure over what we anticipated to generate through a number of sources, including licence fees and the like. We have had to make a cut, but overall there is an additional State allocation to roads.

Mrs GERAGHTY: I refer to the budget transport media statement (page 1, paragraph 3), which states:

Savings created through efficiency initiatives generated by the department have been directed towards Government policy areas.

What initiatives are being referred to here? What is the magnitude of savings created by these initiatives? To which Government policy areas have these savings been directed?

The Hon. Diana Laidlaw: The initiatives relate to the sealing of unsealed rural arterial roads in incorporated areas. The other initiative for \$1.3 million relates to cycling. Liberal policy determined that over a 10 year period all unsealed roads would be sealed in incorporated areas (council areas), but not beyond council responsibility in the Far North, which roads are deemed community access roads. We have determined that \$4.5 million will be spent on this project this year. A draft strategy has been developed, which will be released shortly.

That draft strategy identifies how we can seal all of these rural arterial roads by the year 2004. To complete the more strategically important long-length and costly projects, for example, the Burra to Morgan, and Hawker to Orroroo roads, in an efficient way and within a reasonable time frame, we will have to look at the possibility of borrowing money for this exercise, otherwise we will certainly achieve the object by the year 2004, but it will possibly not be as efficient as we would like in the circumstances. In conjunction with this strategy, progress will be made on a number of roads in 1994-95: Spalding to Burra, \$900 000 to continue construction; Port Wakefield to Auburn, \$400 000 to complete construction this financial year; the member for Flinders will be pleased, Kimba to Cleve, \$500 000.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: The member for Giles should be particularly pleased about our initiative in terms of the Roxby Downs to Andamooka road, which is an unsealed rural arterial road in an unincorporated area. However, the department has included this in its forward planning document, and the Government has increased the rate of progress for construction of this road by allocating \$748 000 this

financial year. In addition, the following allocations have been made under the Rural Arterial Roads Sealing Program: Lucindale to Mount Burr road, \$400 000; Burra to Morgan road, \$500 000 for design and pre-construction, and \$500 000 for sealing three kilometres of that road at the Morgan end; in terms of the Hawker to Orroroo road, \$500 000 for design and pre-construction, and \$500 000 for a three kilometre seal.

Mrs GERAGHTY: The Financial Statement at page 2.8 states:

In the longer term the Government is considering the potential for efficiencies to be achieved through an increase in the amount of work contracted out.

In what areas does the Minister anticipate an increase in the amount of work contracted out? What effect is this likely to have on departmental staffing levels, and what consultation is planned with staff in the relevant unions to this policy direction?

The Hon. Diana Laidlaw: I have received a report from the department in relation to all activities within the Department of Transport. I had given instruction that the department identify its core functions, and the department in each instance had to look at what was best that it provide and whether it could purchase the same services from other sources. In terms of outsourcing, the recommendation in that report was that the department had identified 17 areas for outsourcing and I have agreed that those 17 areas proceed. They are as follows:

1. The operation and maintenance of Birkenhead Bridge.
2. State-wide heavy transport services.
3. Routine material testing services.
4. Geotechnical site drilling and testing operations.
5. Cadastral surveys.
6. Lands Title Office searches.
7. Supply salvage operations.
8. Asphalt operations (production and laying of asphalt).
9. Line marking.
10. Repair of electronic equipment, radio and traffic signals and controllers.
11. Miscellaneous maintenance (tree planting, median removing etc.).
12. Payroll services.
13. Workers compensation claims management.
14. Printing services.
15. Stationary stores.
16. Metropolitan driver testing.
17. Routine vehicle inspections.

Since May, progress has been made to varying degrees on all those matters. I understand that the former Government initiated a process of consultation with the unions in terms of the general reform program within the Department of Transport. I have no reason to believe that that same consultation process is not proceeding at this time. Certainly, I have met with a number of unions involved in the Department of Transport, most recently with AWU FEMI, and its request (with which I agreed) was that it be involved in various consultancies on best practice and other arrangements and standards in terms of maintenance for roads. So, there is a considerable amount of reform and progress. To my knowledge, and certainly where I have been involved, there has been good relations with the unions.

Mrs GERAGHTY: What effect is that likely to have on departmental staffing levels?

The Hon. Diana Laidlaw: It has already had some effect on departmental staffing levels. Work force reductions in the 1993-94 financial year through TSPs, prior to the department's outsourcing report, was 186 full-time equivalents. The department's outsourcing report was handed to me in February and identified work force reductions, and I made the decision in May. It identified reductions between 7 February 1994 and 30 June 1996 in the following areas: professional 32; operational 63; technical 62; administrative 235; and weekly paid 434; making a total reduction of 826. This would be through the following means: outsourcing 813; and, downsizing 13. The total number of staff that left between 7 February 1994 and 31 July 1994 was 389. That is the latest figure available, but I will see whether we can get at least an August or September figure by 30 September.

Mrs PENFOLD: I refer to the *Island Seaway* (Program Estimates, page 294). The budget papers also show provision for the *Island Seaway* for the whole of 1994-95. How does this relate to the consultants' review of the *Island Seaway's* future?

The Hon. Diana Laidlaw: There is an allocation of \$4.5 million in subsidy for this financial year. This arose from a decision by the Government to extend the contract with the operator, R.W. Miller, for one year until 30 June 1995. That contract provides for termination provisions with six months notice by either party. In the meantime, I have asked for a review to be undertaken of the operations of the *Island Seaway*. The consultants for that review were KPMG Peat Marwick. I received that report probably a couple of months ago, at the outside, and I will be releasing it today.

Mr Chairman, you indicated earlier that I cannot table papers here, but, through you, I would like the opportunity to circulate the consultants' report to all members of the Committee.

The Government has made a number of decisions in respect of the future of the *Island Seaway*. I would like an opportunity to outline these decisions. The consultants explored three options to retain the *Island Seaway*, which they estimated would be at a cost of \$49 million to the Government.

The second option was to relocate the *Island Seaway* to the South Coast, which would cost the Government \$46 million. The third option was to retire the *Island Seaway*, which would cost the Government \$9 million.

The Government proposes that the subsidised service provided by the *Island Seaway* cease on 1 April 1995. As I indicated in relation to the extension of the operating agreement with R.W. Miller, either party, in this case the Government, must give six months notice. I have written to Howard Smith, the company that part-owns the vessel, to indicate the Government's decision, and also to the National Bank, which is part-responsible for funding the vessel.

The *Island Seaway* was launched in 1987 and since that time the Government has subsidised its operation by \$5 million per annum. In addition, we have provided subsidies for port infrastructure. The subsidy on operating costs alone has been equivalent to \$1 250 per Kangaroo Island resident per annum.

We are all aware that this vessel has had a controversial background. That is part of the reason for the decisions that have been made and also the forward projections of cost to Government. The Asset Management Task Force will now negotiate to sublease or sell the *Island Seaway* to the Kangaroo Island Sealink group or to other parties. Under the new arrangements the operators of the Kangaroo Island

Sealink will be responsible for freight movement to and from the island.

We have had a lot of discussions with Kangaroo Island Sealink in recent weeks. It has agreed—and this was essential to these new arrangements—to be subjected to price control through the Prices Commission and the Prices Act, because we were determined as a Government that this freight service to the island for residents, businesses and producers would not be subjected to unfettered price fluctuations in the future and that there should be strict control over rates. The Kangaroo Island Sealink service has agreed to that requirement imposed by the Government.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: I have indicated that they have agreed. There was some—

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: I inform the member for Giles that there was some discussion, because their suggestion was that they work with a number of people on the island, including local councils, and come to an accommodation about rates. The Government was not prepared to agree to those terms.

The *Island Navigator*, another vessel operated by this company, will be modified at a cost of \$60 000, and that cost will be met by the Kangaroo Island Sealink group. The group has advised me that it proposes to build a new, larger vessel. It will be doing so in South Australia, probably at Port Adelaide. In reaching this decision, the Government gave a lot of thought to an economic development package, which was proposed by the consultants. They did not suggest terms for that package, but with the cooperation of Treasury and after informal discussions with the council and the local member for the area we have decided that we will seal the 58 kilometres of the South Coast road at an estimated cost of \$10 million to \$12 million within five years, commencing next year. My wish would be that the road be sealed earlier, rather than five years at a maximum. We will also be providing a freight subsidy of \$600 000 reducing to zero over a 10-year period. This is important to transport operators on the island who have enjoyed a subsidised transport service on the *Island Seaway* over a number of years. So, they will enjoy a freight subsidy through Kangaroo Island Sealink.

There is also a commitment of \$6.5 million over five years to upgrade roads between Adelaide, Cape Jervis, Penneshaw and Kingscote. This is an important package in terms of economic development for the island, and I think it will be applauded by everyone in the State because we believe it is a much better use of the subsidised funds from Government sources that have been used for transport purposes by way of the *Island Seaway*. Those funds will be now invested in roads, which will have a tremendous benefit for tourism on the island, but also will be enjoyed by residents of the island.

The CHAIRMAN: You will table the report when you receive a copy?

The Hon. Diana Laidlaw: Yes.

The CHAIRMAN: We will then distribute it for you.

Mrs PENFOLD: I refer to roads—the question is similar but not the same. The Liberal Party transport policy promises a tourism road strategy. What progress has been made with this?

The Hon. Diana Laidlaw: Tourism has been determined by this Government, as it was by the former Government, as a very important industry to the State. Neither Government has succeeded as well as we would have liked in recent years. However, certainly, a large proportion of our tourism visitor

numbers comes from interstate: they are domestic tourists and they either drive their own vehicles or come by coach.

We are aware that, in terms of identifying tourism product in the State, Kangaroo Island and the Flinders Ranges are critical areas for us to market in the future. Many people do not particularly enjoy the trip to Kangaroo Island on those roads, because they are unsealed and in very bad condition. We have identified that roads on Kangaroo Island and in the Flinders Ranges will be the focus of activity in the future. I have just announced that we will be sealing the south coast road at a cost of \$10 million to \$12 million over a five year period. We are also working with local government, the Tourism Commission and the local tourist associations and operators, in addition to the Department of Environment and Natural Resources, plus the RAA, to identify which roads should be sealed or upgraded in each instance, over what period of time and at what cost. I anticipate that the draft tourism road strategy will be available for consideration in November 1994.

As an aside, I was alarmed to hear from tourism operators on Kangaroo Island recently that they fear they may not even be able to obtain insurance for their hire cars because the roads are so bad and they are being returned in such poor condition, with transmissions falling out and a whole range of things. If there are no cars for hire our whole tourism strategy in terms of Kangaroo Island becomes very vulnerable. Roads are an important part of our tourism product and initiative, and they will become increasingly so with an upgraded road program in the next few years.

Mrs PENFOLD: My next question relates to fishing and boating. The program description notes that recreational boating and fishing industry levies are to be introduced for maintenance, upgrading and new facilities. What provisions have been made in the 1994-95 budget and what is the levy?

The Hon. Diana Laidlaw: Proposed regulations under the Harbors and Navigation Act provide for the application of a levy in relation to recreational and fishing industry vessels. Regulations 172 and 173 enable the Minister to apply the funds raised by the levies for the establishment, maintenance and improvement of recreational boating and fishing industry facilities respectively, and regulation 174 provides for a Boating Facility Advisory Committee to advise the Minister on the amounts of the levies and how the funds should be allocated. I appreciate that this is a controversial subject. It was heatedly debated in this place when the Harbors and Navigation Bill was before us, introduced by the former Government some 18 months ago. These levy proposals were raised by the recreational boating industry and the South Australian Fishing Industry Association as a means to upgrade facilities in South Australia, recognising that funds had been progressively cut from \$500 000 about 10 years ago to nothing now.

So, the industry was getting pretty exasperated, especially when it saw what Government support was being received by the recreational fishing industry in Queensland, New South Wales and Victoria, in particular. The former Government proposed and as shadow Minister for Transport I supported this levy proposal. A committee is to be established with the majority of members from the recreational boating and fishing industry, so that they can recommend work that can be undertaken by the use of this levy. They will also be looking at the rate of the levy and advising me accordingly. In addition, in opposition our recreational boating policy promised—and we have been able to match the commit-

ment—\$500 000 for boating facilities in South Australia this financial year.

So, a commitment has been made by the Government and has been met in this budget. We would aim to see that that commitment is matched by these levy funds, but that will depend on the advice given to me by this advisory committee as to what rate should be struck. We are hoping that with this Government commitment plus the levy we will once again be able to have an aggressive program for upgrading boating facilities in South Australia.

Mrs GERAGHTY: You previously outlined a number of areas where work was going to be contracted out, and functions that were currently performed by Road Transport Agency employees. A number of these functions were profit centres within the department, which generated revenue and cross-subsidised other activities. What overall savings are expected from the outsourcing of these functions, and will you provide a detailed analysis of the income and expenditure associated with each of these functions for each of the past two years? You mentioned that there had been consultation with unions but mentioned only one union, so I wondered whether there was consultation with any of the other unions that would be involved in this area.

The Hon. Diana Laidlaw: In respect of your first question, I will take that on notice since it is information I do not have at hand at the present time. In relation to consultation, that union is now a combined union, so I have spoken to its members in depth about the one issue that I alluded to, the maintenance and benchmarking. I have met in my office with representatives of all the unions within the road transport arm of the Department of Transport, and we have generally discussed the Government's reform program. As I indicated, I have given no instructions that the former Government's consultation process with unions should be overturned, so I assume it is continuing as it has in the past. That has been quite a constructive process of consultation, as I understand.

Mrs GERAGHTY: So, you say the unions are happy?

The Hon. Diana Laidlaw: I am not sure whether or not they are happy. I have spoken with them and outlined the program. The department must and will progressively implement that program. It has a procedure for consultation with the unions, and I have not given any instruction that that consultation process adopted by the former Government should cease, so I presume it is continuing.

The Hon. FRANK BLEVINS: The announcement that has just been made by the Minister about the *Island Seaway* is, of course, a complete sell-out of the people of Kangaroo Island. I think it is a great pity that Kangaroo Island is not still in the electorate of Finniss, whereby, of course, it would never have happened; but that is by the by. If I understood the Minister correctly, she said that the *Island Seaway* would be leased to the Malaysians, who now appear to control transport to Kangaroo Island. Is this right?

The Hon. Diana Laidlaw: No. I indicated that the Asset Management Board would be negotiating with Kangaroo Island Sealink and other parties to buy or to sublease. The consultant's report proposes that Kangaroo Island Sealink take over the lease or the purchase of the vessel. They do not wish to do so at this stage and therefore the Asset Management Taskforce is continuing such negotiations, but they will be expanding beyond what the consultant's report suggests, and working with other parties. I am aware of at least one other party that they will be speaking with. They certainly will be possibly working through a ship broker to find other parties. It is certainly the Government's intention that we

would maximise the benefit either through sublease or sale of this vessel, a vessel that is costing the State at least \$5 million a year in subsidy. The member for Giles would also appreciate as former Minister of Transport and former Treasurer that the value of the vessel, about \$5 million or \$6 million—or a maximum of \$7 million—is certainly much less than the payments that are still outstanding on that vessel. So we will certainly be seeking to maximise the sublease or sale price for that vessel. In terms of the suggestion that the decision would be different if Kangaroo Island was within the electorate of Finnis rather than in the electorate of Flinders, that has no substance at all.

The Hon. FRANK BLEVINS: I refuse to believe that; you believe in fairies.

The Hon. Diana Laidlaw: I do not believe in fairies.

The Hon. FRANK BLEVINS: Neither do I.

The Hon. Diana Laidlaw: I do not believe in fairies but I certainly believe in facts, and I have given the member the facts. It would make no difference whether Kangaroo Island was in Flinders or Finnis. The decision has been made by Cabinet.

The Hon. FRANK BLEVINS: What discussions were held with the Malaysians? Have I got it right? The Malaysians do control Sealink?

The Hon. Diana Laidlaw: I understand that they control, yes, the majority. I have had discussions with Kangaroo Island Sealink. As I indicated, they do not wish to purchase or sublease which was the consultant's recommendation; therefore, we are not binding the island to one party, if that is what you are suggesting.

The Hon. FRANK BLEVINS: I am suggesting that Sealink will have the monopoly.

The Hon. Diana Laidlaw: Just as the *Island Seaway* has had the monopoly in terms of freight in the past.

The Hon. FRANK BLEVINS: I am just trying to get clarification of where the control now lies in relation to transport to Kangaroo Island. As I understand it, apart from the small passenger operation, the *Valerie Jane*, vessels that will travel to Kangaroo Island will be controlled now by this Malaysian company, is that right?

The Hon. Diana Laidlaw: I think what the member has either deliberately misunderstood or does not wish to understand is that as to the *Island Seaway* the Malaysian company does not want to purchase or—

The Hon. FRANK BLEVINS: I understand that, but they own Sealink now—

The Hon. Diana Laidlaw: The freight will be carried from Cape Jervis through to Penneshaw. There will be a service agreement with Kangaroo Island Sealink. I have indicated price—

The Hon. FRANK BLEVINS: That is a majority Malaysian-owned company, is not that right?

The Hon. Diana Laidlaw: Yes, but I am not sure what the problem is. There will be a service agreement with strict conditions attached in relation to price control, as I mentioned, and any default on the part of Sealink in respect to other carriage of goods. We have indicated that we were not prepared to provide any exclusivity in terms of freight in the future to this company alone. If others wish to carry freight they are certainly free to do so. There is no undertaking by the Government that this company alone will carry all the freight if others want to enter the business. So that is certainly a guarantee that we would give to the island.

The Hon. FRANK BLEVINS: How will the subsidy be paid?

The Hon. Diana Laidlaw: The subsidy will be determined now, in discussions of the Road Transport Agency with transport operators on the island. As I indicated, \$600 000 will be provided; it will be a decreasing sum over 10 years.

The Hon. FRANK BLEVINS: So will Sealink get any of this subsidy?

The Hon. Diana Laidlaw: No the subsidy goes to the transport operators on the island, effectively as it applies now. Certainly in the future it will go to the transport operator. When I say that that is effectively how it applies now, we certainly have a very heavily subsidised *Island Seaway* vessel and that means that the vessel operator receives part of that subsidy. The subsidy will go to transport operators.

The Hon. FRANK BLEVINS: What profit margin will Sealink be guaranteed with the price control?

The Hon. Diana Laidlaw: I have not been involved in terms of any guarantees to the company and nor would Parliament or my Party expect me to. That would be a matter for the Prices Commissioner to determine after investigation of all the company's profit and loss, income and expenditure statements.

The Hon. FRANK BLEVINS: But there will be a guaranteed level of profit?

The Hon. Diana Laidlaw: I have not indicated there is a guaranteed level of profit; it has not even been discussed. That will be a matter to be determined by the Prices Commissioner, not by me or by the Government. The Prices Commissioner will take all those matters into account, the income, expenditure, profit and loss.

The Hon. FRANK BLEVINS: But, essentially, Kangaroo Island now is hostage to these people, that is the bottom line. That is the reality.

The Hon. Diana Laidlaw: No it is not the reality at all. What we have done—rather than use the emotive language of a former Treasurer and Minister of Transport, who did nothing in this area and who also did not provide any economic development initiatives on the island itself—is to provide initiatives which generally will be well supported and which will provide greater gain and jobs and a longer term future for people on the island.

No exclusivity is provided in any discussions by the Government in this matter with the Kangaroo Island Sealink. I do not deny that it was sought by that company. It certainly was never entertained by the Government, and it is not part of the future arrangements. In terms of future rates, I have been advised that there will be a limit on price increases to the CPI generally. That is how the Price Commissioner would operate in this regard. As I indicated, there is the generous freight subsidy offered by the Government.

Mr CAUDELL: I refer members to the Program Estimates (pages 295, 296, 316 and 317) which state, as the broad objective of the regional port services:

To facilitate the State's trade by operating the State's regional ports on a commercially viable and cost effective basis to provide a sustainable international competitive advantage for the ports' customers.

I ask members to bear in mind the poor performance of the State Labor Government on previous port authorities and the Federal Labor Government's recent back down from the maritime unions which have abrogated their responsibility on cabotage, crew to berth ratios and the seaman's engagement system. The IAC report on petroleum products, a draft report which was released on 28 March 1994, quoted port charges for a variety of locations in 1992 as follows: Port Bonython,

for a Shell tanker discharging, \$107 600; Sydney, \$99 600; and Singapore, \$38 000. The report went on to state:

No real competition exists within port authorities for the supply of pilotage services. Many ports employ their own pilots, whilst others contract out their pilotage services. For all practical purposes, once the pilotage services are contracted out by the port authority, a monopoly situation still exists.

How does the Minister intend to reduce the port costs and introduce competition into the ports, in particular the regional ports of South Australia?

The Hon. Diana Laidlaw: The Government indicated in the Governor's speech that we would be reducing port costs from December this year. We are reviewing all costs and charges at present. That review commenced in January 1994. I understand the recommendations from that review will be put to the South Australian Ports Corporation at its October meeting. In terms of containerised cargo, there has been a general reduction in charges ranging from 5 to 25 per cent over the past year. We intend to build further on those reductions from January 1995. As I said, I am not privy to the particular areas because they are still being reviewed or are to be considered by the Ports Corporation in October ultimately to be agreed to by me, I suspect.

In terms of the first question, the Harbors and Navigation Act, which I indicated earlier was introduced by the former Government and which was supported by the Liberal Party at the time, is yet to be proclaimed. However, it provides for the use of private pilots—and that is not the case at the moment: all the pilots are engaged by the Department of Transport, Marine and Harbors Agency. I have had general discussions on this matter with the Chairman of the Ports' Corporation and have indicated that we do not want to see the situation arise as the honourable member has outlined where we go from one monopoly situation to another. Therefore, we believe that it would be in the best interests of the State to have a mixture of private pilots plus pilots engaged by the department.

Mr CAUDELL: The proposed expenditure on recreational jetties of \$1.8 million is indicated in the Program Estimates (page 295). What projects will these funds be allocated to, bearing in mind that in 1993-94 the previous Government spent only \$64 000 on maintenance of jetties? Has any of this funding been earmarked for the replacement of the Brighton jetty?

The Hon. Diana Laidlaw: The Government has been successful in getting \$1.8 million for recreational jetties this financial year. That will be a very important funding boost for an area that has been so neglected for so long, that is, the maintenance of our jetties. Members would recall that in recent storms there has been substantial damage to both the Semaphore and Brighton, and Henley and Grange jetties. That is because in recent years maintenance was not undertaken by the former Government. It is also due to the fact that the Brighton jetty was more vulnerable because, of all metropolitan jetties, it is considerably lower than the others. So we have \$1.8 million to spend this financial year, \$560 000 of that has been allocated to a joint funding project with Brighton. We have a unique deal that was positively received by the media and the member for Hart, on behalf of the Opposition in terms of our agreement with Telecom, the Brighton council and the Government for the replacement of the Brighton jetty.

When I was having discussions with local councils at the time, they wanted a working party to look at the involvement of and commitment by the Government in all other jetty

repairs and maintenance work in the future. I agreed to such a working party because I was pleased that local government were prepared to accept that they had a longer term interest in recreational jetties which was not a matter on which we had been able to come to agreement in the past. This working party is chaired by Mr Steve Condous, the member for Colton, who has also strong local government experience. The majority of people on this working party are from local government: Mayor Kay Bennetts, from Henley and Grange (although she may from yesterday wish to nominate a replacement); John Isherwood from Port Adelaide council; Geoff Hatwell, Noarlunga council; and Mr Chris Catt, a retired CEO from Noarlunga council. All those members were nominated by the Metropolitan Seaside Council Committee.

Two representatives of country councils, Mr Rick Wilkinson from Warooka and Mr Robert Kay from Robe, were nominated by the Local Government Association. In addition, there were nominations for Mr Ian Roberts and Mr Lindsay Pitcher from the Marine and Harbors Agency, and Miss Fay Barrett from the State-Local Government Relations Unit. This working party has comprehensive terms of reference. Essentially it will be asked to look at a report, which will be finalised very shortly following a survey of all jetties, to determine the state of all the jetties around the South Australian coastline and then to start to prioritise the work that must be done on those jetties. In my opening remarks I indicated that money has been provided from that \$1.8 million also for the Victor Harbor causeway. All other projects will be determined in consultation with the working party.

Mr CAUDELL: I refer to the Program Estimates (page 295) which show proposed expenditure of \$1.493 million versus 1993-94 actual expenditure of only \$162 000. Will the Minister explain the extent of the work proposed in that area?

The Hon. Diana Laidlaw: I have been advised that last year the Marine and Harbors Agency not only spent \$162 000 from recurrent but also about \$300 000 from capital. Notwithstanding those sums of money, the total budget this year for the West Lakes revetment is \$1.49 million, which is about a \$1 million increase. The former member for Albert Park was not as successful as was the current member for Lee in persuading the Government to do something about the huge problems that we inherited at West Lakes. The revetment (the support wall) enclosing the lake is falling apart. The estimate for its repair over a period of time is at least \$14 million, which will have to be found at some stage to do this enormous repair and reconstruction job. We have decided that we must proceed with this work to a total of \$1.49 million this year, otherwise we will have claims for public liability and the like—claims with which the Government does not wish to be confronted. We are making this very strong commitment to this project, notwithstanding the very difficult financial circumstances this Government inherited.

I have been advised that the revetment work will be \$1.2 million this financial year. A further \$290 000 will be spent by the agency on operating and general maintenance of the West Lakes waterway, and that includes interest and depreciation payments, water quality monitoring and control, maintenance of the inlet and outlet gates and structures.

Mrs GERAGHTY: I refer to the Financial Statement (page 2.8), which states:

Design work is underway for stage two of the third arterial road from Darlington to Reynella.

The transport media statement indicates start of work to be in the second half of 1995. There has been no attempt in the 1994-95 budget to vary established road construction and expenditure patterns in preparation for this project. What is the source of funds for it? What other high priority projects will have to be forgone if Federal funding assistance is not forthcoming?

The Hon. Diana Laidlaw: I clarify for the honourable member that there will be no Federal funding for this project. Federal funding today is confined to national highways. Whilst the south may wish to have a national highway for Reynella and beyond, we would not be anticipating that and would not have the funds, nor would we have the authority, to build such a road. In relation to the source of funds, the policy statement issued by the Liberal Party prior to the last election indicated \$80 million over four years. I have since that time been approached by a large number of financial groups—merchant banking groups, construction companies and also general banking groups (the big four as they are known)—which indicated that they would be very keen to participate in financing road infrastructure projects in South Australia. They have also met with the CEO for the Department for Transport, Mr Payze. I indicated that the Government would be very pleased if they wished to express an interest in this project after the consultant's report is released on the final route for the project and once design work has begun on that route.

There are a number of advantages in terms of seeking private sector funds. I have indicated to each party that has come to see me that the Government would not entertain a direct toll levied on motorists or freight companies using the roadway, that we would be looking at either a lease arrangement or what is called a 'shadow toll' where the Government would pay per vehicle depending on the possible mass and weight of that vehicle or just the number of vehicles utilising the road.

Funds will be provided this year from the general administration program within the Road Transport Agency, both for the consultants Rust PPK, who have been engaged to look at the options for the alignment at Darlington and Reynella, and also for the design work, which will be undertaken soon after the Government has made a decision on the consultant's report, and that will be in the next couple of months, at the latest.

Ms HURLEY: I have a supplementary question because I do not think my first question was answered. The thrust of my question was that there was no attempt in this budget to prepare for payment of the work in the future. I am aware that there is some small allowance for preparation, but even if it is private sector/Government, the Government will have to outlay money either as a lease or a shadow toll. It still does not explain the source of the funds in the overall budget.

The Hon. Diana Laidlaw: There is no need to provide for recurrent costs this year beyond the provision for the consultant's work and the design work, because the road will not start until the end of 1995, which is next financial year. I have indicated that even if it is midnight on 31 December 1995, work will commence on that project. Funds will be provided for the project next financial year and that will be determined by what means of finance the Government finally nominates.

Membership:

Mr Atkinson substituted for Ms Geraghty.

Mr ATKINSON: Barton Road has connected Hill Street, North Adelaide, with Hawker Street, Bowden, for more than 100 years. The Adelaide City Council purported to close it in November 1987 but neither sought nor obtained any authority to do so. The Adelaide City Council sent in the bulldozers and road workers without any legal justification, ripped up a public carriageway, snatched some extra parkland for the works and constructed a narrow 'S' bend for the buses to go through—some of this 'S' bend is on road reserve and some of it is not. The Adelaide City Council sought to close Barton Road under the Roads (Opening and Closing) Act in 1992-93, but was refused permission by the Surveyor-General and the Minister of Lands.

The Supreme Court, in the case of *Roberts v. Howie*, ruled that the closure was unlawful. Why has the Minister authorised the installation of road signs at Barton Road, namely, 'No entry—buses excepted' that have been ruled by the Supreme Court to have no legal effect? Why does the Minister want to fine motorists and cyclists \$75 each time they use Barton Road, a road that remains a public road on the deposited plan? And why does the Minister not exercise a statutory duty to clear Barton Road of unlawful blockages installed by the Adelaide City Council?

The Hon. Diana Laidlaw: I have had discussions with the Adelaide City Council and they are continuing.

Mr ATKINSON: To what end?

The Hon. Diana Laidlaw: To resolve the issue.

Mr ATKINSON: In what way?

The Hon. Diana Laidlaw: I am discussing the issue with the Adelaide City Council because there are a variety of legal opinions on this matter.

Mr ATKINSON: Does the Minister consider that, as a North Adelaide resident and—

The Hon. Diana Laidlaw: Lower North Adelaide resident.

Mr ATKINSON:—as a sister-in-law of one of the originators of the closure, namely, Dr Armitage, she has a conflict of interest in handling this matter?

The Hon. Diana Laidlaw: No.

The CHAIRMAN: What line does this refer to?

Mr Caudell: Who was the Transport Minister then?

The Hon. Diana Laidlaw: That was an excellent interjection: who was the Minister for Transport? It was probably the member for Giles, and if it was not the Minister for Giles it was certainly the Hon. Barbara Wiese. It is yet another issue that I have inherited from Labor. It could even have been the previous member for Spence, who was also Minister of Transport. I think it is fantastic. The member for Spence has a pathetic history in terms of this roadway; I know it is a passion and it is an issue that—

Members interjecting:

The CHAIRMAN: Order!

The Hon. Diana Laidlaw:—I am discussing with the Adelaide City Council.

Mr ATKINSON: Does the Minister believe the road ought to be opened or closed?

The Hon. Diana Laidlaw: I have an open mind.

Mr EVANS: I refer to page 303 of the Program Estimates with regard to the Dukes Highway. I understand the department has been involved in rehabilitation works on the Dukes Highway using recycled materials. Would the Minister please elaborate on that?

The Hon. Diana Laidlaw: I am thrilled to see the success that the department has enjoyed in recent times because of its continuous endeavours to work on environmental issues. The

most recent evidence of the department's success is the award it received a couple of months ago from the Institute of Engineers for the 1994 Engineering Excellence Awards in the environment category. Our policy on transport has very heavy emphasis on the environment and recycling.

I will explain some of the background to this project. Rehabilitation of the original pavement constructed in 1985-86 was required to correct deformation due to the failure of lower pavement layers. There was water pooling in wheel path deformations; this was a hazard to high speed traffic, and, of course, there is high-speed traffic on the Dukes and Sturt Highways. Traditional rehabilitation methods were rejected by the department because of the expected high maintenance effort, the short life of the treatment, the remoteness of the site for material supplies, and the disruption to traffic.

Successful trials of recycling by deep cement stabilisation were conducted on the Sturt Highway in June 1993, and the Dukes Highway in November and December 1993. Road works on the Dukes Highway commenced on 4 March 1994 and finished on 16 April 1994.

The use of this rehabilitation method minimised traffic disruption during construction, and the highway was opened to traffic full width each night, with only a 60 kilometre speed restriction. The 60 kilometre section was completed three days ahead of schedule. In perfecting this technique of road recycling, the agency constructs a new road surface by digging up what already exists as the road and strengthens it by adding a small quantity of cement. It is much more cost effective, and it also means that we do not have to become involved in quarrying, crushing, transporting and laying of new road material, which is expensive and consumes considerable energy and natural resources.

Taking into account not only the limitations imposed on other motorists using the road but also the successes in not having to quarry new material and the utilisation of existing materials, one can only applaud the department, which, in association with Pavement Technology Limited, has used this initiative so well and with such success.

I should also advise that by doing it this way we believe that in similar exercises we can get twice the length of a new road for the same cost. So, there is a big cost factor also at a time when the Dukes and Sturt Highways are receiving the benefit of Federal funds, which are decreasing in both maintenance and construction terms. If we can get, by this new method, double the length for the same cost, we will be able to extend those funds for the benefit of more South Australians.

Mr EVANS: On page 307 of Program Estimates I note that one of the targets is to represent the State on various national working groups. In that context, what steps will be taken to bring to fruition the Alice Springs to Darwin railway?

The Hon. Diana Laidlaw: This is an important initiative for South Australia and one that has the unqualified support of the State Government. We announced prior to the last election that we were prepared to spend \$100 million towards the cost of building this railway. At that time the Northern Territory Government indicated that it would spend \$100 million. It is a \$1 billion project, on the latest cost estimates, so it is important to find some funds from the Federal Government—funds which would finally see it honour a commitment made to this State in 1911 when the railway was given to the State. We have been waiting for repayment of our infrastructure costs and investments since that time.

We are also looking for an investment of some \$300 million from the private sector. We would be anticipating, in the proposal that the Government has developed to date, that the railway would be owned and operated by the private sector. I have had discussions with Mr Neville Wran, who chairs the Gateway to Asia Committee. My most recent discussions, and those that I have had with other people who have canvassed this matter, suggest that it is looking favourable in terms of a positive recommendation for Federal Government support for this Alice Springs/Darwin railway—the missing link.

I understand that the Federal Government may see this as part of its nationhood push, and sentiment may be strong as we lead up to the centenary of Federation. At this stage it is looking stronger than it has for the past 80 years in terms of some Federal Government involvement in this project. Certainly, if Federal Government support is there, the State Government is more than willing to find the \$100 million and honour its commitment.

Mr EVANS: On a similar note, in my final question on the same line in the Program Estimates I note that a further target is to contribute to Federal-State negotiations in relation to railway matters. What steps are being taken to ensure that services will continue on the Mallee and Mt Gambier branch lines?

The Hon. Diana Laidlaw: This is a very difficult question and issue. Since we sold our railways back in 1975, the State has been handicapped in terms of the input that it has been able to have at the Federal level for the operation of any country lines. The decisions have been essentially made by AN and the Federal Government, although under the terms of the transfer agreement the State Government does have a right to say 'No' or, if there is disagreement, to go to arbitration. The last arbitration that South Australia actually won was initiated by the Hon. Mr Blevins. The sadness of that win, however, is that the win was so rare that it gave it away so lightly.

Mr CAUDELL: As usual.

The Hon. Diana Laidlaw: Perhaps that is right: that it is as usual. I am not as familiar with his practices in the other place as I was when he was a member of this place. It was rare to win an arbitration against the Federal Government. We won in terms of the reinstatement of the passenger service from Adelaide to Mt Gambier, yet that leverage that we had was given away so lightly when the Federal Government wanted us to agree as a State to the standardisation of the Adelaide-Melbourne line. We are still seeing the repercussions of that almost cave-in to the Federal Government in terms of SteamRanger and how difficult it is to get money for that project also.

AN has put in a business plan to the Federal Minister about the branch lines and has recommended that the Tailem Bend to Loxton and Tailem Bend to Pinnaroo lines be standardised and the Mintaro South to Apamurra branch line also be converted to standard gauge. The line from Wolseley to Mt Gambier is more marginal in the estimation of AN.

I understand that the Federal Government will be receiving from the Bureau of Transport Economics an assessment of AN's business plan in the next month. We would certainly as a State be pushing strongly. In recent correspondence I have pushed (and will continue to push) the standardisation of the lines from Tailem Bend to Loxton, Tailem Bend to Pinnaroo and Mintaro South to Apamurra.

In terms of the Wolseley line to Mt Gambier, it is more difficult to argue that it be standardised on the basis of the

amount of traffic generated and revenue received by AN. One has to be very suspicious about AN's practices in this regard because, as we have known in the past when it does not want to operate a service, it deliberately runs down that service, making it much less attractive for anybody to use the line.

The State Government is funding a consultancy for short-haul rail transport, and is supporting the South-East Regional Development Board, local councils and Rail 2000 in this project because, if the line is not standardised, we may be able to support a short-haul broad gauge operation. That work is being investigated presently. I am always a bit suspicious of AN and its operations when it wishes to close down a line because, so often, as we have seen in the past with passenger services, it has deliberately run down those services to give it the reason for applying for the closure.

Mr EVANS: With regard to the consultancy work that the Minister mentioned late in her answer, what is the time line for them to come back to her?

The Hon. Diana Laidlaw: We have sought that by the end of the year. There is some urgency because of the Bureau of Transport Economics' report and the Federal Minister making a decision on that report about the future of AN. When I last spoke to the Federal Minister, Mr Brereton, he was more interested in privatisation of airports and ANL than he was the branch lines of South Australian railways. He indicated that he would be addressing the issue towards the end of the year. I think the study is timed to coincide with any decision that he would be making, but I will get confirmation on that.

The Hon. FRANK BLEVINS: While we are talking about marine transport, I raise the question of the Wallaroo-Cowell ferry—or the Cowell-Wallaroo ferry, which is the way I look at it. These people do not appear to have the same influence on the Liberal Party as Mr Peneley. I am not quite sure what they have done to the Liberal Party, but they are certainly not favoured by that Party in the same way as Mr Peneley and the Malaysians. However, they have put together a project. What advice has been provided by the Marine and Harbors Agency in relation to the project and can the Minister indicate any outcomes in relation to the development of port facilities and determination of port charges or any other relevant fees? Would the Minister let me have—not now, obviously—copies of all briefing papers, assessments made, port charges and so on?

The Hon. Diana Laidlaw: I take exception to the offensive remarks that the honourable member has made in introducing his question. The Government has no favoured relationship with any operator in this State. In terms of the situation that the honourable member was talking about relating to Mr Peneley and the Kangaroo Island Sealink group, we are operating at the current time under the same terms as were negotiated by the former Government with Mr Peneley: there has been no alteration by this Government of any of those terms. If we are accused of favouring friends then we are no more favouring those friends than the former Government favoured that company and that individual. In respect of the Cowell-Wallaroo service—

The Hon. FRANK BLEVINS: That's not what everyone thinks.

The Hon. Diana Laidlaw: It may not be what everyone thinks, but it is the fact. It is just amazing how you—

The CHAIRMAN: Order! Let the Minister explain, please. The Minister has the floor.

The Hon. Diana Laidlaw: You don't want me to talk about him in the gutter?

The CHAIRMAN: No.

The Hon. Diana Laidlaw: Right, I won't.

The Hon. FRANK BLEVINS: There's a smell about it.

The Hon. Diana Laidlaw: There is no favoured relationship with Mr Peneley or Kangaroo Island Sealink. Our terms of relationship in this regard are exactly the same as those negotiated by the former Government; we have inherited those arrangements. Mr Peneley would like various changes to wharfage charges. The former Government did not oblige there and this Government has not either. As I said, the terms are exactly the same as those we inherited. So, if there is a smell about this it is one you initiated. If there is any smell, it is coming from the terms that you negotiated with that company.

In terms of the Cowell-Wallaroo service, the proponents have approached the Government for assistance in obtaining \$5 million debt funding. The Industry Development Committee is currently investigating the financial options. I understand that the committee is doing so having had the matter referred to it by the Minister for Industry, Manufacturing, Small Business and Regional Development and Infrastructure, and almost everything else but transport, the arts and women.

I will just talk a little about these port charges in relation to the Cowell-Wallaroo service, because they are the matters on which the honourable member wanted information. I advise that in June 1991, the directors of Gulf Link Pty Ltd presented to the Government a pre-feasibility report—that is, the former Labor Government—for a proposed \$34 million high-speed vehicular ferry service across Spencer Gulf. In September 1992, a submission relating to port charges was received. The financial models prepared by the developer had a ceiling of \$111 000 annual port charges. The position put by the Marine and Harbors Agency by the then Minister—were you Minister then Mr Blevins?

The Hon. Frank Blevins: I have never been Minister of Marine.

The Hon. Diana Laidlaw: It may have been Mr Gregory or, otherwise, Minister Wiese. So, at the time when Mr Gregory or Ms Wiese was Minister, the proposition put to the Marine and Harbors Agency was that an annual fee be established based on a commercial valuation of the seabed and shore-side facilities. Separately, a navigation services charge would be payable, as well as payment of any pilotage fees being required at Wallaroo. Values would depend on valuation of the sites and the gross tonnage of the vessels to be used. A lease agreement would be negotiated once approval plans were received. The previous Government agreed to waive the lease charges in the start-up phase of the project and to charge only 50 per cent in the first year of operation; thereafter, full charges were to apply. The project is still in the planning approval stage and it is expected that formal lease negotiations will commence once the outcome of the planning process is known.

The Hon. FRANK BLEVINS: Will the Minister make available all the paperwork and briefing papers about the way these things were dealt with?

The Hon. Diana Laidlaw: Whatever is available, I will provide.

The Hon. FRANK BLEVINS: At what stage is the sale of the boat loading plant?

The Hon. Diana Laidlaw: The Liberal Party has a policy of sale of the bulk loading plants. I understand that discussions were undertaken by the former Government as part of a budget that you, Mr Blevins, brought down for the sale of

these plants. Valuations have been undertaken on all the facilities. South Australia, as I recall, is the only State in the nation where the harbour authority owns the bulk loading plant—the plant between the silos and the vessel itself.

So, I was surprised when the former Government indicated that it would be interested in selling this. The Liberal Party, as I said, has a policy to sell. The task force that I set up prior to the establishment of the Ports Corporation has looked at the bulk loading plants and believes that there is good reason to retain them, so I need to discuss this matter with the Treasurer and the Asset Management Task Force. The recommendation not to sell came from the task force looking at the establishment of the corporation, and that report from the task force is now being referred to the Ports Corporation for assessment. It may endorse or it may negate that recommendation.

The Hon. FRANK BLEVINS: Has the policy changed?

The Hon. Diana Laidlaw: No, Liberal Party policy remains the same, unless there is reason to ask the Party to review it. It is in the hands of the Ports Corporation now in the sense that it will assess and make a recommendation on the task force report. I will receive that report, discuss it with the Asset Management Task Force, the Treasurer, Cabinet and my colleagues. So, no decision has been made.

The Hon. FRANK BLEVINS: Will the Minister obtain the number and nature of incidents and marine casualties that occurred over the past 12 months, how many of these incidents involved the spillage of oil or other noxious substances and what action, if any, the Government has taken against the companies responsible for such spills?

The Hon. Diana Laidlaw: I will obtain that information, as requested.

Mrs PENFOLD: The program description for regional port services, page 317, states that annual variation in grain volumes will significantly affect Marine and Harbors' financial performance. What is the likely impact of this year's worsening grain harvest outlook?

The Hon. Diana Laidlaw: The grain harvest outlook is poor, which of course will affect the Ports Corporation. The Marine and Harbors Agency prepares annual grain revenue forecasts in consultation with the grain boards and the Department of Primary Industry. These forecasts reflect optimistic, expected and pessimistic positions. In 1994-95 the expected export forecast is 3.95 million tonnes, equivalent to \$12.8 million to Marine and Harbors revenue and incorporated in the budget. The pessimistic forecast is 2.6 million tonnes, equivalent to \$9.5 million to Marine and Harbors revenue, a reduction of \$3.3 million. This revenue is both ship and cargo based.

For 1994-95 harvest predictions are 3.3 million tonnes, with exports of 3.9 million tonnes, which includes previous harvest carry-overs. At this stage these forecasts remain unchanged and the position will not firm up until November or December. The drought in the eastern States is resulting in interstate shipments of carry-over grain, which is maintaining our revenue base for 1994-95, which is good news. In addition, northern hemisphere crop production is poor due to unfavourable climatic conditions in major growing areas. This increases Australian grain export marketing prospects, provided that our harvest is successful.

The impact of the 1993-94 grain carry-over is to assist Marine and Harbors Agency (shortly to be Ports Corporation) revenue prospects for 1994-95. The Marine and Harbors Agency and the Ports Corporation are likely again to be more reliant on only the annual harvest in 1995-96.

Mrs PENFOLD: Has the joint review of the potential for amalgamating marine safety and fishing industry inspectorial services been completed yet? If so, what are the outcomes?

The Hon. Diana Laidlaw: No, it has not been completed. The CEO of the Department of Transport has advised me that he is expecting a report by the end of September.

Mrs PENFOLD: In relation to Marine and Harbors, the audited financial statements indicate a commercial profit of \$9.3 million for 1993-94. How did that compare with the expectation and what were the reasons for any difference?

The Hon. Diana Laidlaw: The audited financial statements indicated a commercial profit, as the honourable member has said, of \$9.32 million for 1993-94. This is an improvement of \$2.7 million compared to the original budgeted profit of \$6.6 million. This was achieved with increased income of \$3.8 million compared to budget, despite real reductions in prices. Cargo throughput increased in all South Australian ports, mainly due to increased exports. Grain throughput was the major contributor with tonnages being much higher than expected. Other commodities with increased throughput were ores and concentrates, limestone, gypsum, and iron and steel products. There was also an increased number of containers and ship calls at the Adelaide container terminal, which saw the number of full and empty containers surpass 60 000 TEUs for the first time. This is a very significant development in the State's maritime history.

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

Membership:

Mr Atkinson substituted for Mrs Geraghty.

Additional Departmental Advisers:

Mr K. Bengier, General Manager, TransAdelaide.

Mr W. Fairlie, Manager, Corporate Treasury.

Mr R. Seaman, Acting Group Manager, Strategic Services.

Mr A. Gargett, Acting Chief Executive Officer, Passenger Transport Board.

Mr P. Tregowith, Accreditation, PTB.

Mr J. Damin, Financial, PTB.

Mr T. Wilson, Service Planning, PTB.

The CHAIRMAN: Does the Minister wish to make a statement?

The Hon. Diana Laidlaw: I have two opening statements. First, in relation to the Passenger Transport Board, it is an important new body which has been established by Parliament to fulfil the Government's commitment to improve the delivery of passenger transport in South Australia. The Passenger Transport Act was passed in May and the board, chaired by Mr Michael Wilson, was established on 1 July. There will be three major reform thrusts to the board's work in its first year of operation. The first is to establish the new accreditation procedures and processes for drivers, operators and centralised booking services. The second is to develop contracting methods and to call the first tenders for regular passenger services in the metropolitan area. The third is to establish and staff the board itself, with progressive transfer of functions and personnel from other agencies during the year.

The board has moved quickly to implement the new accreditation requirements of the Passenger Transport Act. It is working with the Motor Registration Section of the Department of Transport to establish administration arrangements, which will minimise cost and inconvenience to those

subject to the accreditation. Consistent with the Government's policy, accreditation aims to ensure that those providing passenger transport services are fit and proper to do so. The board is also preparing for the calling of tenders for the provision of public transport in Adelaide. Under the terms of the Passenger Transport Act this cannot be done before 1 March 1995 except where TransAdelaide relinquishes the services or if a new service is introduced. In the meantime, two school services have been relinquished by TransAdelaide. As pilots, tenders have been called for these services as well as the Aldinga to Noarlunga service. Contracts will be let later this calendar year.

There are many matters that need to be dealt with in the period leading up to the tendering of services: for example, the division of the former State Transport Authority's responsibility between the Passenger Transport Board and TransAdelaide and the transfer of public transport assets to the Department of Transport are issues that are being addressed. Also, the board is working to establish an integrated information and ticketing service. It is important that the integrated services which the public enjoyed with the State Transport Authority and which they enjoy now with TransAdelaide are maintained within a future multi-operator environment.

The proposed allocation for the Passenger Transport Board this year is \$148.7 million. In addition, it is anticipated that the board will have an income of \$66.5 million, almost all of which will consist of ticket revenue and concession payments from other budget areas. The \$148.7 million allocated is made up of: \$140.322 million subsidy from ex-State Transport Authority functions transferred to TransAdelaide; \$4.622 million from ex-State Transport Authority functions to be transferred to the Passenger Transport Board; and \$3.735 million from ex-Office of Transport Policy and Planning functions transferred to the Passenger Transport Board.

The vast majority of the Passenger Transport Board's expenditure consists of recurrent payments formerly made direct to the State Transport Authority. As members will be aware, TransAdelaide's future sources of funding will be contracts awarded by the Passenger Transport Board. The division of the former State Transport Authority's responsibilities between the Passenger Transport Board and TransAdelaide are not yet complete. The costs transferred to the Passenger Transport Board to date are only those costs and functions initially required to establish the Passenger Transport Board and some of the costs relating to the ticketing and public information systems.

During the year there will be budget adjustments between TransAdelaide and the Passenger Transport Board from within the total Passenger Transport Board allocation, as further functions and costs are defined and transferred. During the year there will also be significant asset transfers, including the busway, bus and depots and the ticketing system between TransAdelaide, the Passenger Transport Board and the Department of Transport. This will also involve significant budget transfers between these agencies.

The Government is determined that TransAdelaide should be given every opportunity to adapt itself to the future competitive environment in which it will have to operate and so has moved quickly to establish the new financial relationships. The Government anticipates that when services formerly provided by the State Transport Authority have been fully tendered out from March 1997 there will be a saving to the taxpayer of some \$34 million annually. These savings will

be phased in over five years. The allocation to TransAdelaide for this year has been reduced by \$12.2 million, including \$7 million in savings, as we move towards competitive tendering and a further \$2.2 million in savings to offset new services introduced in 1993 by the previous Government.

In addition, the Passenger Transport Board receives that proportion of the former Office of Transport Policy and Planning budget which was devoted to passenger transport matters. This amounts to \$3.7 million and includes the regulation of passenger transport services, the administration of the transport subsidy scheme and payments for country town buses. The finances of the former Metropolitan Taxi-Cab Board were conducted on a cost recovery basis. The new accreditation arrangements under the Passenger Transport Board will be conducted in a similar way. As a very new organisation, the Passenger Transport Board does not yet have a formal staff. Personnel working with the board at present are on secondment from the Department of Transport or TransAdelaide.

In respect to TransAdelaide, I provide the following statement. The Government plans to create a new era of public transport in Adelaide, an era characterised by new services and increased patronage. The former State Transport Authority (STA) had control over both service planning and provision. The new TransAdelaide is no longer involved in service planning. TransAdelaide will now concentrate all its efforts on the provision of quality services.

However, as from March 1995, it does have to face competition, as the Passenger Transport Act provides for 50 per cent of services in Adelaide to be tendered from this date. Competitive tendering will reduce the cost of subsidising public transport for the Government and taxpayers while maintaining an integrated public transport system. Competitive tendering is also to encourage a new competitive spirit among people who work in every area of TransAdelaide's operations. However, before we look to the future, I wish to note some of the achievements by the State Transport Authority in the 1993-94 financial year.

1. Major service changes were implemented in the northern and southern areas in November 1993, although I note that the former Government approved of these services on the basis that service reductions would be required to fund the expansion in these areas.

2. The responsibility for policing public transport was transferred to the South Australian Police Department in January 1994. Already this action has improved public transport safety, with arrests and reports tripling over the past eight months.

3. From early 1994, ticket vending machines have been introduced into railcars to complement existing off board sales outlets and overcome the difficulties that some passengers have had in obtaining tickets on railcars as a result of the policies implemented by the previous Government.

4. The creation of a new organisational structure for TransAdelaide has seen planning staff move to the Passenger Transport Board and support functions reviewed to improve TA's competitive position. Senior management numbers have been reduced by 50 per cent and overhead costs have plummeted.

I wish to thank all employees of the STA (now TransAdelaide) for their cooperation and professional approach to work assignments during this transition period. I am confident that the new Chief Executive Officer, Mr Kevin Benger who, as I indicated, was approved by Executive Council today, will prime TransAdelaide to excel

in the future both in terms of service delivery and competitive tendering. The financial result for 1994 was in line with budget forecasts, although fare revenue was below expectations by \$800 000. The capital borrowings were below budget by \$2.3 million. This resulted in the overall net draw being below budget. The Government believes that the operating subsidy for TransAdelaide is too high and has immediately taken action to rectify the position. Initiatives have been taken to reduce the fraud in the system. This should be done in any case, and certainly it is an issue that has been raised with me by operators time and again. More will be done.

Overheads, including motor vehicles, management levels, maintenance levels and other corporate functions, have been reviewed and adjustments have been made in line with best practice. Employees at all levels have been given an opportunity to have their input into improving services, work practices and ways of promoting public transport. This involvement, which had been ignored previously, will also be further encouraged. Non-core activities have been progressively transferred to other organisations so that TransAdelaide can concentrate on its core business. The Government is fully supportive of a strong customer driven TransAdelaide which can tender and win services in the future.

The Government faces a difficult task in rectifying the loss of customers using public transport and an unsustainable deficit. The budget deficit for TransAdelaide in 1994 is \$140.3 million as compared to \$146.3 million in 1993-94; therefore, that is a reduction of \$6 million. Savings measures of \$12.2 million have been incorporated in the budget but these have been partially offset by increased interest costs of \$5.5 million on outstanding loans. I am confident that the measures the Government has initiated since December will provide the people of South Australia with a more efficient and effective integrated public transport system in the future.

Mr ATKINSON: I refer to Program Estimates (page 345), Public Transport Services 1994-95. One of its specific targets/objectives is to introduce customer service officers onto the rail system. In the Minister's press release of 6 July this year, which announced the advent of 60 customer service staff to guard, check and assist transport customers, the Minister detailed the duties of these officers. In addition to the customer service focus of providing information and assistance, their duties will include curbing unacceptable behaviour. In other words, the officer would be a combined salesman-cum-public relations expert-cum-security guard. Given the recent debate regarding the inadequacy of transit officer powers, which has seen this role taken over by the South Australian police, what powers will customer service officers have that will make them truly effective in curbing unruly behaviour? Despite promises of special training, is the Minister comfortable with the notion that staff whose primary expertise is public relations will be regularly required to place themselves at risk?

The Hon. Diana Laidlaw: One of the important initiatives that the Government has taken is the announcement that we will be engaging 60 what I call passenger service staff to work on rail. We have learnt from the example of Perth how effective these passenger service staff are in providing customer service but also in stemming unruly behaviour by their very presence—not by their actions but by their very presence. There is no human element on trains now following the former Government's decision to get rid of guards. There is no other paid human face in terms of TransAdelaide officers other than the driver. The driver has a responsibility

under award conditions with regard to driver only operation. We would not want that person distracted unreasonably by other factors. Certainly, they are asked to remain at their position in case of trouble and simply alert the police to come to their aid. Of course, they leave their position if a person with disability wishes to enter a train.

Based on strong public opinion, the Government believes very strongly that we must introduce more officers on trains. We do not wish to reintroduce the guard as applied in the past. The former Government got rid of that position. We are not reinstating that position as such: we are expanding that role in terms of passenger service. As I indicated, we will be modelling this role on what happens in Perth. I understand that senior officers in TransAdelaide, together with officials of the Public Transport Union, visited Perth recently. The report I received is glowing in terms of the role of passenger service staff on trains. If we can repeat just a little of the success that Perth has had with this position, we will be serving South Australians well and public transport particularly well.

As I indicated, their role is to assist customers with any ticketing and information needs that they may have, to check the validation of tickets, to assist special needs people, people with disabilities and other mobility problems, to board and alight safely, and help to deter vandalism or other unacceptable behaviour simply by having another set of official eyes and presence there.

None of us—the police, TransAdelaide management, the union or I—want to see these officers get involved in an official security role other than their presence being a deterrent to vandalism. One of the important elements of this new system is that the officers will be stationed on an ongoing basis at one station and will be working one line, so they will get to know the people who board and alight. That is a very important part not only of the deterrent work but also the customer service work that they will do.

Mr ATKINSON: Are these officers to be TransAdelaide employees or will they be recruited from elsewhere in the Public Service? What is the estimated full year recurrent cost of the initiative?

The Hon. Diana Laidlaw: An amount of \$2.3 million is the estimated recurrent cost for a full year. They will be recruited from within TransAdelaide and elsewhere. We still have 29 guards engaged by TransAdelaide. Some of those officers may wish to apply for these positions, with training.

Mr ATKINSON: Elsewhere in the Public Service?

The Hon. Diana Laidlaw: That is as I understand it, yes. Everybody within TransAdelaide is usefully engaged now. They may wish to apply for these positions. I know that there have been such applications from within TransAdelaide. Because of the positive role that this position will have, many people want to participate.

Mr ATKINSON: The Opposition has correspondence which suggests that the first TransAdelaide heard of the Government's intention not to proceed with the RADV contract (which I believe is the radio assisted driver video surveillance contract) was via the newspaper. Subsequently the implications of breaching this contract, which is worth \$4.142 million in 1992 dollars, have had to be assessed and the matter has been referred to Crown Law. Did the Minister seek legal advice before announcing that the contract would not proceed? Does she now have Crown Law advice as to the implications of breaking this contract? What is the advice and what cost penalties is the Government likely to incur as a result of the Minister's decision?

The Hon. Diana Laidlaw: Cabinet has agreed that the railcar drivers assistance video system contract be terminated. The RDAV is not the radio assisted video system but railcar drivers assistance video system. I think that after the last Estimates Committee hearing when the Hon. Barbara Wiese was Minister that the contract was signed. It was part of the former Government's 20 principal station program. As I recall, the STA board at the time initially wanted this RDAV on every station, that is, 83 stations, but it was pulled back to 20. The contract was let to Vision Systems Pty Ltd.

The STA, now TransAdelaide, has had great difficulty in getting the company to meet its contractual obligations in terms of delivery of the system because the company itself has had difficulty getting the appropriate authority to use the licence for it and in turn to meet its obligations to the Government.

We have sought legal advice all along in relation to this system and our contractual obligations. We have resolved, on a more thorough look at the implications of this system, that if we provide this RDAV system at 20 stations one has to question the future of the 63 other stations on the system. I am sure the member for Spence would not be keen for the smaller stations in his electorate to be closed because the former Government did not provide RDAV security systems at any of them. Perhaps I am wrong in my assessment, but I suspect that I am not.

It was our conclusion that either we would end up closing 63 railway stations (or a large number of those) or, alternatively, we would have to provide RDAV systems on all stations. The estimated cost of that was \$9.93 million, which was well above the \$3.8 million that the former Government had agreed to for this system.

A very important consideration by the Government in this matter was the receipt of a report by a Mr Vassey, who works as head of the Occupational Health and Safety Section in the Department for Industrial Affairs. He was engaged then by the STA to look at this driver only operation and the occupational health and safety factors. Representatives of the trade union and the public transport union spoke with Mr Vassey. They questioned a lot of the occupational health and safety concerns, especially the benefits of the RDAV system. I can provide for members a copy of that report, and the references to the union submission in it. The report indicated that it would be in everybody's interests at this time to terminate the contract, particularly if a proposal for additional staff was adopted. As indicated earlier, the additional staff are in the form of the passenger service staff.

Mr ATKINSON: Did the Minister seek legal advice about the consequences of breaching the contract before she announced it to the press? Did the Minister tell TransAdelaide of Cabinet's decision before she announced it to the press?

The Hon. Diana Laidlaw: As I recall, TransAdelaide made the recommendation to me after receipt of the Vassey report, and my recommendation, in the light of my wish to have these extra officers and the implications of the RDAV system, was that we terminate that contract. I understand that legal considerations were taken into account. I have just had that confirmed.

Mr ATKINSON: What are the cost penalties?

Mr Bengier: The RDAV is quite a complex matter because the company was not able to provide the system as originally tendered, so we sought legal advice at that time. We have a claim against the company and naturally that company will make a claim against TransAdelaide for

termination of that contract. There is no specific quantum determined at this stage by Crown Law.

Mr ATKINSON: So, there are no liquidated damages in the contract you made with them?

Mr Bengier: There are liquidated damages in the contract but that is an avenue that TransAdelaide was pursuing originally because of the non-delivery of the tendered specification.

Mr ATKINSON: What are the liquidated damages in the contract on the vendor's side? What will the vendor say TransAdelaide owes him because of what he will claim is your breach of the contract?

The Hon. Diana Laidlaw: The General Manager's conclusion is the same as mine: if it was before the courts it would be most unwise to speculate on the sum, but I can assure you that Cabinet took that sum into account in confirming this decision.

Mr ATKINSON: Mr Bengier said that there were liquidated damages, which means that a clause of the contract contains a sum which TransAdelaide agrees to pay if it does not go ahead with the order. That is the meaning of liquidated damages. I presume that the matter is not yet before the courts in that there is not yet a hearing, so it is simply a matter of telling us what is in that clause.

The Hon. Diana Laidlaw: I do not want to make an issue of it because it is not an issue in the sense that it is a political or a contractual issue. The sum is approximately \$500 000. As I said, that was taken into account by Cabinet at the time. Notwithstanding that sum and the cancellation of the contract, we will still come out in front every year, other than this year, in terms of the recurrent costs of the passenger service staff. That is ultimately our objective, not only in recurrent terms but also to provide a safer rail system that people want to use.

Mr ATKINSON: I wrote to the Minister on 30 June 1994, a letter, alas, to which you have not had time to reply. As it is a short letter, I will read it. My letter states:

As you know I am the only politician in South Australia who does not drive a motor vehicle and uses public transport every day. I keep in a plastic folder the timetables for all STA services and I find that, with planning, I can get to nearly all the places I need to go in Adelaide by STA buses, trams or trains. It was therefore with some interest that I read in a passenger briefing *Towards TransAdelaide*:

Wait for it! From Monday 4 July 1994 a new era will emerge in passenger transport in the form of TransAdelaide. . . However, it's important to remember none of our bus, tram, train or Busway services will be changed in any way.

Mr Caudell: Mr Chairman, could we have a copy of the letter?

The CHAIRMAN: Yes, when the honourable member has finished.

Mr ATKINSON: My letter continued:

Can you assure me that I will not need to change any of my timetables and that no services will change? If some services are to be dropped or changed, would you please tell me which ones? Could the Minister now reply to that correspondence, which is almost three months old?

The Hon. Diana Laidlaw: I have replied. I recall signing it some time ago. The new timetables provided a new printed format but they did not reflect changes to the routes and times at that stage. We will be looking at that when we contract out services from 1 March and thereafter. I replied to the honourable member ages ago, because I remember being pleased that he had actually taken an interest in the timetables. In fact, he was not the only member to do so, but I recall being pleased with him at the time.

Mrs PENFOLD: I refer to page 347 of the Program Estimates regarding the ticketing system. What steps have been taken to reduce fare evasion and protect revenue?

The Hon. Diana Laidlaw: Fare evasion is a major issue for TransAdelaide and for taxpayers generally. The main causes of revenue loss are fare evasion, ticket validator malfunction, and damaged or faulty tickets. Data collected over the past 12 months by revenue protection teams and field supervisors carrying out regular ticket inspections revealed that fare evasion on buses consisted of no fare or failure to validate .2 per cent, and ticket irregularities amounting to 2.3 per cent, which consisted of concession fare without proper entitlement and overriding. Fare evasion on trains is higher and varies depending on the time of day.

For example, our estimate is that during the peak period fare evasion amounts to 2.5 per cent, whereas I am advised that during the non-peak period fare evasion is 6 per cent. However, independent checks have shown that fare evasion is in the vicinity of 15 per cent on trains when revenue protection teams are not present. That is enormous and unacceptable. Also, on some occasions during the off-peak period, particularly at night and when passengers travel from suburban station to suburban station on selected services, the level of fare evasion on trains is up to 20 per cent. However, this percentage relates to the relatively small number of passengers travelling on these trains.

I return to the point about concession fares without proper entitlement. I have seen it myself and it has certainly been reported to me by people working in TransAdelaide. While people might be buying a ticket and validating their ticket they buy a ticket of the wrong value. I have seen this, and it has again been reported to me, that adults will ask a student to buy a concession ticket and then the adult will validate the concession ticket. People are buying and validating a ticket but the fare is not for the proper requirement.

The current arrangement to manage fare evasion on trains involves six revenue protection teams. In addition to being responsible for detecting fraud the role of the team is to educate fare avoiders and change their attitude and behaviour from one of abusing the system to feeling responsible for the services they use. The decision to put customer or passenger service officers on trains will support the work of the revenue protection teams and further assist in reducing fare evasion, I believe, by quite a considerable amount.

In addition, we will be implementing ticket blitzes in future which we know, from experience in New South Wales and Victoria, are effective. The new regulations under the Passenger Transport Act have raised the transport infringement notice fine from \$50 to \$100 for ticketing offences. This will provide a greater deterrence for fare evasion, although there is some speculation that we should be increasing the fine from \$100 to \$1 000, as I understand applies on the London underground system where there is little fare evasion. It is something I am prepared to contemplate. To enable rail passengers to purchase tickets on board, ticket vending machines are being installed on all railcars. As at 23 August machines have been installed on board 34 railcars. All machines will be installed by October 1994. These machines are being made in South Australia.

Revenue loss is also caused by validator malfunctions on railcars. This problem is being addressed by a small group of employees who carry out morning and afternoon validator checks. Action taken by this group in promptly attending to validator problems has both reduced the number of failures and minimised the revenue loss. The average level of ticket

equipment malfunction for the whole fleet is lower than that specified by the systems manufacturer, Crouzet, as a performance criteria. Magnetic damage is the main cause of ticket failure, representing approximately 46 per cent of ticket refunds, which is high. This type of damage is caused by magnetic hand bag clasps, fridge magnets, security cards and other devices. Physical damage of the tickets accounts for 7 per cent of ticket failure. I recall when the Hon. Mr Blevins was Minister of Transport that I asked a similar question of him at that time. It has been an option for us to have these tickets made in France and imported. We have, however, continued to use, as did the former Government, the Australian manufacturer and we are continuing to work through these difficulties with that manufacturer.

The Hon. FRANK BLEVINS: It has taken a long time—they have had a fair go.

The Hon. Diana Laidlaw: Yes, it has taken a long time and they have had a fair go. We still encounter difficulties. More and more in this area we must reinforce the fact that ticket damage caused by magnetic handbag clasps, fridge magnets, security cards and other devices means that people must be careful where they keep their tickets. Validator machine faults account for approximately 23 per cent of ticket failures and 18 per cent of tickets have no fault when presented for exchange. I am not sure why they are presented in such circumstances. The remaining 6 per cent failed for a variety of reasons, with physical damage the main cause. As I indicated earlier, when we are looking at TransAdelaide being cost effective, bench marking, changes to rosters, additions, and the like, it is critical that we maximise our fare revenue and I am not prepared to see the issue of fare evasion continue to run as rife as it is presently and further action will be taken to address this problem.

Mrs PENFOLD: I refer to page 347 of the Program Estimates. In relation to security, what steps are being taken to protect drivers and passengers, in particular from objects thrown at vehicles?

The Hon. Diana Laidlaw: The question is one that has taxed me, TransAdelaide, the police, the public and operators. The general conclusion is that rock throwing has become more popular because the police and TransAdelaide have been so successful with video cameras on board trains and buses—an initiative taken by the former Government to try to stem the rampant vandalism within buses and trains at that time. So, the video cameras definitely have been effective on trains and in buses, although I do not deny that we still have random difficulties.

The more efficient and effective we become with the use of those video cameras, and the fact that the police have been so successful with arrests and reports over recent months (since January when they took over sole responsibility for policing the system), means that some people who hold a grudge against TransAdelaide, or have just too much energy and do not know what to do with it, are now looking at other ways to have 'fun'. The victim of that fun at this stage appears to be TransAdelaide with the throwing of objects, although it is not new as I recall asking questions on this matter of the former Minister, the Hon. Barbara Wiese, some 18 months ago.

There was a stop work meeting at Lonsdale bus depot on 6 September, attended by some 100 members of the PTU or 100 TransAdelaide employees out of a total employee number of 132. That meeting resolved the following: that all windows on all TransAdelaide buses be fitted with Sola Seal; that all TransAdelaide buses be progressively fitted with

operator security screens; that all new buses have improved or upgraded safety standards, including high impact resistant operator and passenger windows, as agreed to by the Public Transport Union; and that the Minister of Transport, in conjunction with other relevant bodies and in consultation with the PTU officers, set up and progress initiatives to address these concerns held by operators and passengers in relation to their security, which is currently of the utmost concern.

The union sought to meet with me promptly and I obliged. We met last Friday with representatives of TransAdelaide and the Transit Squad related to the South Australian police. We discussed a whole range of matters. I wrote to Mr Crossing on 12 September and I am pleased to read his letter, which stated:

I welcomed the opportunity to meet with you and Mr Frank Pearce, together with representatives of TransAdelaide and the Transit Police, last Friday to canvass our shared concerns about bus operator and passenger safety arising from recent 'rock throwing' incidents. I wish to confirm the undertakings which I made at the meeting:

1. All buses (793) and all trams (23) in the TransAdelaide fleet, will have a protective film, primarily provided by Sola Seal, applied to the side windows by the drivers seat.

We have made considerable progress in that, but we will be speeding up the application of that film to the side windows. The letter continues:

Also, protective film will be applied to the windscreens of all buses that do not have laminated/strengthened windscreens.

2. A protective film has been applied to all windows on a number of buses in the fleet and I have asked that this initiative continue on a trial basis.

So, the number of buses we have trialed and will continue to trial have all windows coated with this protective film. The letter continues:

3. All 70 TransAdelaide buses used for the night shift will be fitted with security screen doors for the benefit of drivers. Currently 50 such doors have been installed. A further 30 will be fitted to ensure TransAdelaide has access to a backup of 10 buses for evening use.

In relation to our general discussion about safety on public transport, I can confirm that active consideration is being given to relaunching Transit Watch, a scheme which offers the public a reward of \$1 000 for information that will lead to the prosecution of an offender.

That scheme was launched by the former Government in 1992, but it had little publicity. I understand that rewards have been offered, but only to a small value—I think the maximum amount has been \$50. We will be relaunching this scheme because we know that we need community support to combat this most recent rock throwing violence. My letter to Mr Crossing continues:

Also, as advised I will canvass with both the Attorney-General and the Minister for Emergency Services initiatives which can be taken to improve the system of restraint orders prohibiting an individual to ride on public transport for a defined period of time. I understand that in recent years the police have applied for only two restraint orders, in part due to the onerous bureaucratic procedure associated with the process.

I raised the issue of restraint orders because Mr Crossing and Mr Pearce have raised it on behalf of their members. Certainly, the employees to whom I have spoken get really upset when they hear of offenders and those who have been convicted getting on the buses and doing damage.

I am aware that, in terms of domestic violence restraint orders, the Parliament has passed legislation providing that police can ring a magistrate and get an order placed. If we can do it in terms of domestic violence, I am not sure why it

should be such an onerous procedure in relation to public transport. That is one matter that I will be exploring with the Attorney-General and the Minister for Emergency Services. The letter continues:

In the longer term, I maintain that more initiatives have to be taken to channel the energies of vandals into other more positive avenues of activity. Accordingly, I plan to arrange a meeting of representatives of local councils, youth groups, schools, churches and the Crime Prevention Unit, initially in the southern metropolitan area, to develop positive projects to combat vandalism.

I certainly would love to see the programs that have been in practice at Ascot Park Primary School in relation to gymnastics. If we could possibly implement more of those programs it would be sensational. The Principal of Ascot Park Primary school has told me that, rather than having a poor image, that school and the projects there have been absolutely magnificent in raising the profile of that school. My letter to Mr Crossing also states:

Your suggestion of the establishment of a monitoring committee comprising representatives of TransAdelaide, Public Transport Union, Transit Police, SA Police Department, Family and Community Services and [others] will be considered. I note that the PTU will have discussions with TransAdelaide in relation to the possibility of establishing a transit police-security unit at Noarlunga.

Those are some of the matters that we have addressed in more recent times in relation to vandalism and rock throwing.

Membership:

Mr Rossi substituted for Mr Caudell.

Mrs PENFOLD: I refer to page 345 of the Program Estimates regarding the transfer of transit policing responsibilities to the Police Department. Could the Minister elaborate on the transfer process that occurred and the expected impact of the new arrangements?

The Hon. Diana Laidlaw: Transfers of transit police commenced in January. I understand that 39 STA transit officers completed their training on 23 August 1994 and a further 10 officers commenced training, which means that all training of transit officers who have elected to transfer to the South Australian Police will have been completed by February 1995.

On present indications, there will be only six transit officers who will not transfer to the South Australian Police and they will be redeployed. It is my advice that there are 69 fully qualified officers within this transit squad at the present time. Mr Chairman, I seek leave to have inserted in *Hansard* a table of some of the success that they have had in terms of arrests and reports, otherwise the members opposite may not be so pleased if I read out all this information.

The CHAIRMAN: Can you assure me that it is purely statistical?

The Hon. Diana Laidlaw: It is purely statistical. Leave granted.

Transit Police Division—Offences Detected			
The following number of offences resulted in arrest or report.			
Month	Arrest	Report	Total
1992—			
December	30	23	53
1993—			
January	23	17	40
February	12	7	19
March	6	9	15
April	14	8	22
May	9	16	25
June	8	14	22
July	5	17	22
August	6	31	37

September	13	27	40
October	8	16	24
November	12	21	33
December	20	21	41
1994—			
January	55	24	79
February	98	100	198
March	86	118	204
April	67	70	139
May	59	80	139
June	68	66	134
July	70	37	107
Total	669	722	1 391

*These figures do not include offences detected which were reported on a 'Transit Infringement Notice' (TIN) and referred to the STA prosecution section.

The Hon. Diana Laidlaw: It is important to note that in December last year, when the STA was still policing the public transport system, there were 20 arrests and 21 reports, giving a total of 41. In January, with the police having taken over, we already saw much more activity in terms of safety, security and control. There were 55 arrests and 24 reports, giving a total of 79. The latest figures I have are for July, when there were 70 arrests and 37 reports, giving a total of 107. The efforts of the police in policing the system, providing security and getting rid of troublemakers has been outstanding.

Mrs PENFOLD: I refer the Minister to page 347 of the Program Estimates regarding vehicle cleanliness. Can the Minister elaborate on TransAdelaide's graffiti removal program, the cost of graffiti removal and vandalism, the level of prosecution and the impact of video cameras on vehicles?

The Hon. Diana Laidlaw: Graffiti vandalism is an issue that has concentrated the minds of members at Estimates Committees for a number of years. Gradually we are having some success in this area.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: We are doing a little better.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: There may well be, but I am not sure that, notwithstanding those problems, we do not continue to talk about what has been done in this field. The 'adopt a station' scheme has been successful with 27 railway stations adopted to date. This scheme involves members of the community taking care of a railway station through graffiti removal, painting, tree planting, landscaping and general cleaning up with TransAdelaide support. Vehicles have continued to be targeted for vandalism, although all bus depots report a marked decline of up to 60 per cent since the introduction of camera surveillance on board buses. That shows the success we have seen since camera surveillance on board buses, which I wanted recorded.

The release of cleaning personnel from graffiti removal means that those people are now being returned to vehicle cleanliness programs, and I believe that most passengers would see an increase in the standards of cleanliness at this time. A concerted effort is being made to remove all graffiti from rail car seats by replacing covers, replacing damaged cushions and dry-cleaning seat covers. I am also prepared to look at new seat types if we do not get on top of this battle soon. Rail cars and buses on order will now be fitted by the manufacturer with a multicoloured patterned seat fabric designated VR8 blue stripe, which is shown to be the most effective in disguising graffiti. A number of programs have been set up using juvenile offenders to remove graffiti, which are run in conjunction with the Department of Family and

Community Services and have proved to be a valuable contribution to the cleaning effort.

TransAdelaide is also providing resources by way of supervisors for juveniles who have been ordered to do community service work within TransAdelaide. Expenditure for labour and material to rectify the effect of graffiti vandalism for the year ended June 1994 was \$993 000, compared to \$1.014 million for the corresponding period last year. This shows not a massive but at least a healthy decline over that 12 months period. TransAdelaide continues to be involved where it can with district council crime prevention programs such as the planned project with the Hindmarsh-Woodville Council at Brompton. For the year ended 30 June 1994, 3 473 behavioural and ticketing offences were referred to the prosecution unit of the STA. Of the offences referred, 2 209 transit infringement notices were issued and 952 Transit Squad offence reports submitted.

Currently, 40 juvenile offenders are participating in TransAdelaide's youth education project. A total of 264 prosecutions were instituted in the Children's and Magistrates Court jurisdictions during the last year. Of the prosecutions instituted, 153 resulted in transit infringement notices while the remaining 111 related to behavioural offences. Shortly, I will be going to Perth to see what they are doing in graffiti work. I understand that the police head up a major initiative in terms of the attack on graffiti, which involves local councils, FACS and public transport, and all those bodies provide resources in terms of not only cleaning up public transport but also cleaning up the city. I am very keen to learn as much as I can about that project and bring back ideas for implementation here, because it is not only an issue for public transport but for the city as a whole.

The CHAIRMAN: I hope you can, because I know at one stage Perth was very successful in cleaning up the graffiti in the city. It used community service order people to attack the weeds, and so forth. I wish you good luck, because I am sick and tired of Henley Beach Road's being painted and then, within two weeks, graffiti all over it.

The Hon. Diana Laidlaw: You have written to me about that, and I have answered that correspondence just as I answered that of the member for Spence.

Ms HURLEY: I want to return briefly to the RDAVS contract and would like to quote from a letter sent by TransAdelaide at the end of July 1994, as follows:

At this time TransAdelaide is still seeking to clarify the situation and determine the implications of the Minister's announcement. The proposal to place additional staff on trains could well impact on TransAdelaide's requirements. However, various issues need to be resolved before any final decision can be made about the contract.

I am concerned to know whether the Minister consulted with her department before she made the announcement, and what was the timing of the Cabinet decision on this contract?

The Hon. Diana Laidlaw: As I indicated earlier to the member for Spence, it was TransAdelaide's recommendation to me. So, there certainly was consultation, because I received the report and we discussed it at some length over various meetings. Prior to the release of my announcement, I discussed this with various members of Cabinet so that they were fully aware of what I was saying. I do not remember the exact date but I can find out for the honourable member when it was taken to Cabinet and approved.

Ms HURLEY: Can we obtain the report from TransAdelaide that advised you to take this action?

The Hon. Diana Laidlaw: I suspect so.

Membership:

Mrs Geraghty substituted for Mr Atkinson.

Ms HURLEY: Has the Public Transport Union agreed to trains going without the RDAV system, and has it also agreed to the dropping of the proposal for video cameras inside trains?

The Hon. Diana Laidlaw: I understand there has been some consultation, but a decision has been made.

Ms HURLEY: So, the Public Transport Union has not agreed, but the decision has been made.

The Hon. Diana Laidlaw: The decision has been made and ratified by Cabinet. There has been discussion with the Public Transport Union. I think they got 17 per cent extra salary at the time of driver-only operation on trains. They undertook extra safety work and also were handsomely rewarded. I understand there is some concern in the union at the present time, with the passenger service staff, that the drivers may think that we would be renegotiating that 17 per cent. I suspect they would not like it very much. It is true that, notwithstanding the passenger service staff, driver-only operation will be required on a number of trains in the future.

Those passenger service staff seem to be supported very strongly by some of the senior representatives of the Public Transport Union but not by others. So, there seems to be some division there.

I cannot speak for all union members and especially I cannot speak for the union officials, but some seem to be glowing in their support for the system, particularly having seen it operate in Perth, while others seem to have some difficulty with it, but I think that is more their problem than ours.

Ms HURLEY: I now refer to page 345 of the program description of the forward estimates. One of the broad objectives is to provide additional services where there is a proven demand. A letter from the Passenger Transport Board to the City of Munno Para states:

Earlier this year detailed proposals were developed for changes and extension to bus routes to be implemented when the Munno Para Shopping City is opened in late September 1994.

The Munno Para Shopping City is nearly finished. It continues:

At this stage funds are not available to implement all the previous proposals.

Effectively, that means that people in the Munno Para area living in the suburbs along the Peachey Road and Andrews Farm area will not have access to the new shopping city, which is a major shopping centre or, indeed, to the City of Munno Para council chambers. This is part of my deeper concern that, under the new regime, newly developing suburbs will not have sufficient services provided. Can the Minister comment on the fact that at this late stage residents in that area are being told that the funds are not now available to implement these previous proposals?

The Hon. Diana Laidlaw: Mr Chairman, I am looking for my initial statement here, because we could keep offering to do more services, just like the former Government did but without having provision for them. We had to find in this year's budget \$2.2 million in savings to offset the new services that were introduced by the previous Government, because no provision had been made for them. You can go around offering to provide services all over the place, as you did in your latter days coming up to the election, but to make no provision for them is pretty disgusting, both for the people

whose expectations you have raised and for those who must administer the system.

The Hon. FRANK BLEVINS: Who is this 'you'?

The Hon. Diana Laidlaw: You, the former Labor Government.

The Hon. FRANK BLEVINS: Well, say so.

The Hon. Diana Laidlaw: I can hardly get the words out, that's the trouble.

The Hon. Frank Blevins interjecting:

The CHAIRMAN: Order! Interjections are out of order.

The Hon. Diana Laidlaw: So we could go around offering to do everything that everybody wanted and everything that every Labor and Liberal member wanted, but I cannot and I will not if the money is not there to do so. What we have had to do, as I have indicated, is this year find \$2.2 million in savings to offset services, introduced by the former Government. We could have cut out those services, so that we did not have to find the money elsewhere. We have not done that. Those services offered by the former Government we have honoured, even though the money was not there.

Mr EVANS: Mr Chairman, on a point of order, the member for Giles is seeking information from the Minister's staff, and I thought there was a process in the meeting for him to do that without going behind her back.

The CHAIRMAN: There is no point of order.

Mr EVANS: The process is that he asks the question and the Minister asks the staff.

The CHAIRMAN: That is true, the member should be directing the question to the Minister. I do not see any harm in that; we have often done that in the past—as long as the member does not interrupt the proceedings.

The Hon. Diana Laidlaw: It certainly interrupted me. I have never seen the practice in the past, Mr Chairman. So I thank the honourable member for taking the point of order. In terms of the specific services the honourable member refers to, one third of those services have been accommodated. They will be provided from next Monday. In a moment I will ask Mr Adrian Gargett to elaborate on that. Those services in that one third, starting from next Monday, will be provided by TransAdelaide because they can meet the extra costs within their budgets. We would be envisaging operating other services when we can save some money from the competitive tendering of services generally. If we cannot competitively tender and cannot make money those services will not be available. I now ask Mr Gargett to elaborate on the particular services.

Mr Gargett: There will be some services starting in the 9 a.m. to 3 p.m. peak period from the Peachey Road area into the Munno Para centre; so from Monday there will be some additional services going into that new centre. As the Minister said, they will be in the existing funding allocation.

Ms HURLEY: As a supplementary question, I did say that there were deeper concerns. Part of my question was about new suburbs and their services. Did the Minister's answer mean that people in an area like Munno Para, where there will be 20 000 more people over the next few years, will not get additional bus services unless savings can be made elsewhere?

The Hon. Diana Laidlaw: I would have thought that the answer was evident. Just as the former Government decided that it had to cut services and frequency of services to provide additional services—and it was the former Government that started reducing the subsidy to STA—we will continue to do that, but we will do it more effectively by cutting the subsidy

but offering new services, because through competitive tendering we know we can save money. By saving money we can offer things which your Government was not able to provide and which we are not able to provide at this moment.

Mr ROSSI: With reference to page 345 of the Program Estimates regarding the TransAdelaide fleet, how many new buses and trains have been delivered to date? What are their features? Have there been any problems with these new vehicles or with their delivery schedules and, if so, what has been done to rectify the problems? In addition, please advise on the anticipated costs of the separate projects?

The Hon. Diana Laidlaw: I thank the honourable member for his question. He has also written to me about these matters in terms of upgrading the fleets, both in terms of buses and trains. A contract for 307 new buses has been let to MAN Automotive Australia. To the end of July, 29 diesel buses and 49 gas powered buses have been delivered. A further 52 gas powered buses are on order. The buses are being delivered at the rate of approximately four per month. Prices have been requested for the supply of 50 MAN mid-buses. With the reduction in capital costs coupled with lower operational costs substantial savings will be made on routes where the deployment of these buses is warranted. These are the buses that I have given approval for but the order has not yet been placed and is the subject of the interim injunction currently before the Human Rights and Equal Opportunities Commission.

It is expected that the cost of the 307 buses, including any variations to the original requirements, will fall within the initial project cost of \$190 million. That would not take into account, however, any determination by the Human Rights and Equal Opportunity Commission.

The gas operated buses have been presenting us with a few problems. They use equipment which is at the forefront of transport technology; hence, some development problems should, I suppose, be expected—we have certainly encountered some. Minor inconveniences resulting from these problems must be considered in the light of the many advantages resulting from the use of natural gas as a fuel (for example, economy of operation, less air pollution and quieter buses).

The current call-out rate for gas buses is about 2 per bus per month compared with 1.7 on a similar diesel bus. So, the call-out rate is higher than for a conventional bus. New rail cars are replacing the red hens. The 300 and 400 class rail cars, of which there are still 39 in use—

Mr EVANS: All at Blackwood.

The Hon. Diana Laidlaw: As the member for Davenport just interjected, he believes that every one of those 39 are all at Blackwood, and he is not happy. The oldest of these are 38 years old. The bodies of these 300 and 400 class rail cars are rusting through, the doors will not close and many of the major components are now obsolete and unavailable for maintenance repair work. In comparison with the 300 and 400 class rail cars, the new rail cars are much more fuel efficient, more comfortable and are expected to have a longer useful life. With the delivery of these new rail cars, substantial savings in maintenance costs will occur. I will bring back figures on the savings in terms of maintenance costs.

The Hon. FRANK BLEVINS: I ordered them; you have not said that—and the buses and the trains.

The Hon. Diana Laidlaw: Yes, I am not going to take full responsibility for this.

The CHAIRMAN: I take it that the member for Giles placed the order for these buses: the ones with all the trouble.

The Hon. Diana Laidlaw: Yes, the buses and trains that we are having some difficulty with. The doors—

The Hon. FRANK BLEVINS: I didn't build them; I only ordered them.

The Hon. Diana Laidlaw: I see. The honourable member does not want to take responsibility, either. He just ordered them, left us to pay for them, and is not responsible for building them. Anyway, we have delivery of these new buses and trains. They are heavy diesel electric trains. There are huge demands from the electorate, as all members would know, in terms of light rail. This is an order which the honourable member placed, which means that we have little flexibility in the future in terms of other modes of rail transport.

The number of railcars delivered to TransAdelaide as at yesterday, 14 September, is 24. The delivery of railcars by Clyde fell behind by two as at 30 June 1994, the delay being due to a strike at Clyde and various changes to work scheduling at the factory. Clyde now anticipates catching up during this financial year. The last railcar in the contract is scheduled for delivery in November 1996.

The computer hardware and software of the braking and acceleration control systems have been modified. The improvement in railcar control has been acknowledged by the drivers. The anticipated cost of the railcar project is expected to be about \$121 million, which is well under initial estimates, and that is heartening.

The CHAIRMAN: In answering the last question, the Minister mentioned something about doors. Has there been a problem with doors on the new cars that have been ordered?

The Hon. Diana Laidlaw: No, there are no problems; it has just been reported in the *Advertiser* that doors jammed a youth.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: The member for Giles suggests that it is a lie. Our investigations certainly suggest that the story given to the media was not correct and that the youth tumbled. There are other matters which we are exploring in relation to that incident. I assure members that the safety features of these new trains which were ordered by the member for Giles are fantastic.

Mr ROSSI: The member for Spence has said that he is the only politician who catches a train or bus and that in the five years in which he has been catching a train from Croydon to Adelaide he has not noticed any graffiti or vandalism on the trains. That is very surprising.

I refer to page 345 of the Program Estimates regarding tram passenger safety. What is the present situation regarding tram maintenance and safety?

The Hon. Diana Laidlaw: This is an important question, particularly as we have just raised the issue of train maintenance and safety. Over the past two years, the State Transport Authority (now TransAdelaide) has undertaken extensive organisational restructuring in three areas: operations, administration and maintenance. Maintenance is carried out in two ways: at TransAdelaide's Regency Park workshops and at local depot level. Specifically, tram refurbishment takes place at Regency Park workshops and day-to-day maintenance is taken at the Glengowrie tram depot.

Refurbishment takes the form of engine overhaul, frame construction and reconstruction, electrical rewiring and major paintwork. Day-to-day maintenance consists of regular brake checks, wiring, car furniture and mechanics. At depot level, work teams are assigned individual trams by number. This is a fairly recent practice, but one which has been most

successful, because the work teams are assigned individual trams by number and there is a very personal relationship between the tram car and maintenance efforts. The maintenance people take a personal interest and pride in the work they do on each tram.

Over the past 12 months, Regency Park workshops have progressively reduced staff in all work areas, including maintenance. This has been the result of recommendations from an independent consultant, Indec Pty Ltd, which suggests that the rate of productivity and internal efficiencies could be improved by restructuring, staff shedding and subsequent reorganisation.

Indec Pty Ltd indicated that maintenance refurbishment of TransAdelaide vehicles, including trams, would in no way be affected by staff downsizing as there is excess capacity in this maintenance area for trams. Multiskilling is now used to ensure a team approach to repair and maintenance.

At the depot level, Glengowrie maintenance staff numbers have remained constant for many years. A team of 15 has been reduced to 14 over the past six months as a result of the Government's targeted separation program and subsequent refilling by TransAdelaide. Three maintenance staff accepted TSPs, one of whom was the Servicing Manager, one a qualified tradesperson and the other a non-qualified tradesperson. In their place the Glengowrie depot now employs a new Servicing Manager, who has a more comprehensive set of responsibilities and a different reporting structure, in addition to another fully qualified tradesperson.

In summary, there is no evidence to support claims that tram maintenance has been reduced to any extent or has in any way suffered because of these arrangements. To the contrary, as I said this new arrangement of assigning individual trams to various officers has been a great success. There have been reductions in staffing levels but the remaining staff have increased productivity and changed work practices to ensure that safety is not compromised.

Staffing levels at Glengowrie, where the trams are serviced, have not been significantly reduced because of the age of vehicles. These vehicles need constant maintenance because of their age, and I will bring back figures on that for members. They are currently being refurbished to extend their life, which is a costly exercise. All reductions in staffing levels have been independently monitored to ensure that safety standards are maintained, and all staff are dedicated to achieving a safe and reliable service delivery.

Mr ROSSI: I refer to page 345 of the Program Estimates regarding project development. Can the Minister elaborate on developments associated with the Noarlunga Centre and Elizabeth interchanges?

The Hon. Diana Laidlaw: I am very pleased to confirm our plans in this area. I made a statement a couple of weeks ago about a major redevelopment at the Noarlunga interchange. It is a property owned by the South Australian Housing Trust. In 1992 the Housing Trust launched a review of the function, options and opportunities for the further development of the centre under the Commonwealth Government's Better Cities program. The South Australian Housing Trust managed the strategy development under the oversight of a senior management level staffing committee.

The strategy developed four studies: urban design; transport infrastructure and services; employment; and centre management. All four studies highlighted the local problem of vandalism, safety and security. In addition, the transport infrastructure study highlighted passenger concerns about practical issues relating to transfer between buses, trains and

car parks. This is a badly designed interchange in the sense that the area where the buses pull up and where the trains go to and fro are separated by large, heavily vegetated mounds, and passengers have to go up flights of stairs or ramps across all the tracks and down again. It makes meeting connections difficult and it is also scary at night. It has been a wonderful playground for vandals.

A concept plan for the upgrade and integration of the interchange has been prepared, the cost of which was estimated to be \$3 million. Initially the redevelopment will focus on safety and accessibility at the interchange. The allocation of \$900 000 from Better Cities funds has been made. The project will commence in November this year and be completed by June 1995.

In terms of the Elizabeth station interchange, I have met with representatives of council and developers. Again in 1992 the City of Elizabeth offered to utilise Federal Government Better Cities funds to construct a significantly improved bus-train interchange at this railway station. Tentative sketch plans were developed at the time. The planning review committee chose the Elizabeth Regional Centre for major expansion of employment and services, and it is one of the three major centres to service Adelaide in the long term in relation to public transport needs.

Subsequently, the Office of Planning and Urban Development instigated a decision to prepare design plans for the future of the regional centre, including the interchange. Haslam Planning Consultants was appointed to proceed with the design work. It prepared two options for the centre which have been considered by the Elizabeth council, the working party and me. One of these options, favoured by the consultants, involves moving the interchange to the south and planning expansion of the centre towards the interchange. Both TransAdelaide and the Passenger Transport Board would have concerns about moving the station before expansion of the centre. Those concerns have been conveyed to all parties, as it could result in the station being further from the centre than it is at present, and we do not consider that to be desirable. One of the local members agrees. That is the position at the present time.

A number of decisions are still to be made. An examination of logistics is under consideration. A major factor in this decision will be Coles Myer itself. A detailed design of the interchange, which might attract Better Cities funding, is being delayed owing to uncertainty over the interchange's future location and in terms of the working plans between the council and the developers. This uncertainty relates to the need to await a decision by Coles Myer regarding future expansion plans.

The Hon. FRANK BLEVINS: The Minister would be aware that the bus operators employed under the STA award and the bus operators in the private sector employed under the Transport Workers Award enjoy different levels of salaries and conditions. Is it the Government's intention to ensure that STA awards and conditions, including superannuation, long service leave, etc., will be standard for prospective tenderers to follow when submitting tenders?

The Hon. Diana Laidlaw: It would be the Government's intention that award conditions are met and registered with the Industrial Relations Commission in terms of enterprise agreements. So, we would be honouring award conditions, and under the Industrial Relations Act the enterprise agreements are to be registered.

The Hon. FRANK BLEVINS: So the short answer is 'No,' they will not necessarily be comparable to the STA conditions?

The Hon. Diana Laidlaw: No, because there are other awards such as the TWU award, which I am not saying should not be recognised—unless the honourable member is arguing that it should not be recognised?

The Hon. FRANK BLEVINS: I am not arguing anything. To prepare for competitive tendering of services from March 1995 as provided for in the Passenger Transport Act, when the Bill was before the Parliament a compromise position was reached that would allow TransAdelaide breathing time until March 1995 to prepare itself for competitive tendering.

Further, it was agreed that until March 1997 TransAdelaide would be guaranteed control of at least 50 per cent of the services within the metropolitan area. That was based on passenger journeys per annum in the 1993 figures. After that time TransAdelaide would provide whatever percentage of services it could win on the competitive tendering process. Does the Minister agree that this was the compromise reached, and that this would therefore guarantee at least 38.7 per cent of existing bus services to TransAdelaide until 1997?

The Hon. Diana Laidlaw: As I recall, the Act does not distinguish between bus and train services; it simply talks about TransAdelaide services. So, in terms of the compromises reached by the Parliament—and I agree it was a compromise—we do not distinguish between the services, but I can check the Act during my break.

The Hon. FRANK BLEVINS: The short question is: is there every intention to honour the compromise agreements that were reached and stated in *Hansard*?

The Hon. Diana Laidlaw: The Act is what I will be working to. I do not recall making an agreement that up to 1997 there would be only 38 per cent of buses—is that what you are saying? I know those points were raised by the Hon. Barbara Wiese and she might also have moved amendments in that regard, but the amendments were not passed and the compromise agreements reached do not specifically distinguish between bus, train and tram. After much discussion between the Democrats, Labor and myself, plus other conference members, we came to a compromise, and knowing the interest of everybody in this matter we will stick with what is in the Act, which is a compromise position.

The Hon. FRANK BLEVINS: I have a supplementary question. I would like this on the record for those who have a detailed interest in it. I am not necessarily arguing one way or another. Is the Minister's understanding that TransAdelaide will be allowed to win tenders over and above 38.7 per cent? There has been a suggestion by the Hon. Michael Wilson that the 38.7 per cent of total services will be a ceiling, not a guaranteed minimum. How does the Minister see it?

The Hon. Diana Laidlaw: I will explain it as I understand it. Mr Gargett, who works with the Passenger Transport Board, might wish to comment further, but my understanding of the Act is that it does not distinguish between bus, train or tram.

The Hon. FRANK BLEVINS: That there is a minimum or maximum of 38.7 per cent?

The Hon. Diana Laidlaw: I am talking about the 50 per cent and thereafter all services from March 1997 will be tendered.

The Hon. FRANK BLEVINS: If the STA wins the lot it can have the lot?

The Hon. Diana Laidlaw: TransAdelaide—if it wins the lot it can have the lot, but the point is that it will be tendered, and I have always said it is in TransAdelaide's hands. I would add to that, as I said in the debate at the time, TransAdelaide in fact wants to relinquish services; it does not want to operate all that it operates at the present time. I do not think it wants to win.

The Hon. FRANK BLEVINS: You have to beat it around the head to keep it running 90 per cent of the services.

The Hon. Diana Laidlaw: Yes. TransAdelaide does not want to tender let alone win all the services it operates at the present time.

Mrs GERAGHTY: In view of your comments made previously about the availability of transport services to outer suburbs being subject to cost savings, my question will be particularly pertinent. My question relates to Access Cabs. Is the Minister aware that only physically impaired people within the community can use the service? Unfortunately, intellectually impaired people are excluded from its use. The problem is that many of those who are able to get job options outside of their area cannot avail themselves of the job because they have no way of getting there.

As the Minister would be aware, people in such circumstances are generally single income families because someone has to stay at home to care for that person. Usually there is only one car in the family and the bread winner takes that, so there is no way of transporting people around at times. They are not able to be put on a bus to travel from A to B. What commitment can the Minister give to include these people, who have quite a legitimate claim, for eligibility for Access Cab services?

The Hon. Diana Laidlaw: I am aware of the problems, not only because members tell me but people who have such difficulties write to me and telephone me. For that reason eligibility to the transport subsidy scheme is being assessed at the moment by Dr Ian Radbone. I should point out that last year the provision by Labor for the transport subsidy scheme was \$2.5 million. However, the demand for the services far outgrew what had been approved by the Parliament. The demand increased by 24 per cent, leading to an overrun in costs of \$603 000. The Government found those funds with some difficulty and last year, although it was recommended that we spend \$2.5 million, we spent \$3.1 million on the scheme.

So the costs are blowing out quite dramatically, and that has to be taken into account in assessing the eligibility. I well understand the issues the honourable member has raised. The other issue relates not only to eligibility but those people who are now eligible want greater access to subsidies. If they are in the work force, for instance, they find the current conditions difficult in terms of the limited number of vouchers issued every six months: they want a voucher a day, if not two or four, and that is a further issue that we have to address. I have been advised that the estimate for this year is \$3.85 million, so it is another \$750 000 over what was expended in terms of the blow-out.

The scheme is popular. Last year's vote to the scheme was \$2.5 million compared to this year's vote of \$3.8 million. So there is a huge expenditure by Government and taxpayers in helping people with disabilities to have better access.

Mrs GERAGHTY: We were talking about Access Cabs. I refer to people who are accident victims and are temporarily incapacitated, but still unable to use normal transport. Is any

consideration being given to allowing those people access to Access Cabs?

The Hon. Diana Laidlaw: Mr Tregoweth will respond. I understand that is the case, but he will have more information.

Mr Tregoweth: The rules in relation to the transport subsidy scheme refer to people with a permanent disability. However, where people have a temporary disability as a result of a car accident, an operation of some sort, such as a hip or heart replacement, we will make them a temporary member of the scheme until they have overcome the effects of that accident or temporary disability.

Mrs GERAGHTY: You said that Ian Radbone was examining the question of people who are intellectually impaired. When do you expect a result from that?

The Hon. Diana Laidlaw: He is to report to the Passenger Transport Board in February.

Mrs GERAGHTY: So, there may be some likelihood that intellectually impaired people may be able to have the services of Access Cabs or a similar service?

The Hon. Diana Laidlaw: This is certainly part of the investigation.

Mrs GERAGHTY: Do disabled parking permits come through the Department of Transport?

The Hon. Diana Laidlaw: Yes, through Motor Registration.

Mrs GERAGHTY: There is a great deal of difficulty for some people in the community to get a disabled parking permit. Will they be made available to people who are temporarily incapacitated as well?

The Hon. Diana Laidlaw: The issue is in the province of the Department of Transport and not the Passenger Transport Board or TransAdelaide. There is no review of the criteria presently.

Mrs GERAGHTY: And not likely to be in the near future?

The Hon. Diana Laidlaw: If you would like me to look at it, I will.

Mrs GERAGHTY: I would appreciate it. Some people in the community have difficulties in that area.

The Hon. Diana Laidlaw: I will certainly have it looked at now that you have requested that I do.

Mrs GERAGHTY: Sometimes the criteria is a bit stiff, to put it mildly. Some people who are physically impaired are not able to get a disabled parking permit, but are nonetheless disabled.

The Hon. Diana Laidlaw: I will have those matters explored and, if you have further concerns, we can look at them too.

Mr EVANS: Not only is distance a problem but also in Mitcham Hills the steepness of some of the terrain makes it impractical for the elderly to get out and that needs to be considered.

The Hon. Diana Laidlaw: Can you explain further?

Mr EVANS: Elderly people, through their age and lack of physical ability to walk long distances up steep hills, find it exceptionally difficult to get out. If Access Cabs are only available to people a certain distance away, it creates problems. The terrain, where they live and their ability to manoeuvre themselves over that terrain needs to be taken into consideration. I have written to the Minister regarding a Mrs Presnail.

The Hon. Diana Laidlaw: You have written to me on the subject: thank you for reminding me. I will ask Ian Radbone to ensure that that is considered. We are having an assessment

made of the performance of the Access Cabs systems operating as specialised transport systems. The Government has a contract with that company to provide this Access Cabs service. As part of that investigation, I have asked that the South Australian Centre for Economic Studies look at whether we should have all taxis accessible to people with disabilities.

You would be aware that in London, and I think some states of the United States, all taxis are accessible. This issue, which I asked be explored some months ago, is even more relevant now in terms of the matter before the Human Rights and Equal Opportunity Commission on accessible transport. I expect the report from the South Australian Centre for Economic Studies by the end of the year. If we made a move to make all taxis accessible there would have to be considerable discussion with the Taxi Industry Association and taxi owners generally, but it may be an initiative that is very attractive to the owners, the Government and particularly people with disabilities.

Mr EVANS: I refer to page 345 of the Program Estimates regarding rail operations. Will the Minister elaborate on the state of activity regarding the standardisation of the Belair railway line?

The Hon. Diana Laidlaw: We anticipate that the National Rail Corporation will have finished the standardisation project by May of next year. This standardisation arises from the Prime Minister's One Nation statement in 1993. The State Government owns two tracks between Keswick and Belair on the Adelaide to Melbourne line. TransAdelaide and the National Rail Corporation recently entered into an agreement to enable the standardisation of the line to proceed. At the moment they are laying the concrete sleepers. The National Rail Corporation proposed to demolish all platforms on the Adelaide bound line, except for Belair, Blackwood and Mitcham stations.

The National Rail Corporation will not be demolishing any existing platforms on the existing Belair-bound line. Hence, TransAdelaide will be able to maintain an existing service delivery. On the western side, the platforms will go at Belair, Blackwood and Mitcham, but they will be retained on the eastern side so that we can keep those stations open.

TransAdelaide and NRC executed the rail infrastructure agreement in June. This agreement defines the scope of the work to be undertaken by NRC and the responsibility of the parties. NRC will undertake, at its cost, the standardisation of the Adelaide-bound track and the conversion of the Belair-bound broad gauge line to a bi-directional line. That also means that there will be a number of crossing loops that the corporation will be paying for. I understand that some timetable changes will have to be made to accommodate the rail system after May.

Mr EVANS: I wrote to the Minister about the Glenalta rail crossing and its being upgraded as part of this process. Is that still the case?

The Hon. Diana Laidlaw: I think the honourable member also wants the station platform to be relocated because of the crossing lights. Is that right?

Mr EVANS: There is a problem when trains pull up at the station: the arms come down even though the train is not going across and they hold up the traffic when there is no need. That problem will be rectified as a result of this process in the next 18 months. Is that still the case?

The Hon. Diana Laidlaw: It does make sense and I do not have a nod or a shake of the head from any officer here today. I think that suggests that it is not out of the question.

I am in Mount Gambier tomorrow, so Mr Benger and others can get busy on this.

The CHAIRMAN: You will take that on notice, Minister?

The Hon. Diana Laidlaw: Yes, and reply by 30 September.

Mr EVANS: You have previously written to me saying that that would happen. I am just seeking clarification that nothing has changed.

The Hon. Diana Laidlaw: Nothing has changed.

Mr EVANS: I refer to page 346 of the Program Estimates regarding the marketing and sale of intellectual property. What are the recent developments in this area?

The Hon. Diana Laidlaw: We have a marketing arm called Austrics, which is a public corporation owned by TransAdelaide. Austrics has excelled in the development of technology in assisting STA, and now TransAdelaide, to provide more efficient systems. According to TransAdelaide, the response to the Austrics exhibition at the American Public Transit Association trade expo in New Orleans in October 1993 has been overwhelming, and the benefits of this exhibition will be realised for some time.

Austrics has been negotiating contracts with potential agents in a number of countries following this successful exhibition. The Malaysian Government will shortly commence procedures to regulate the management of public transport services in that country. Early indications are that Austrics will play a vital role in supplying timetabling, scheduling and rostering software throughout Malaysia. If that is the case, this will be a great bonus not only to TransAdelaide but also to the State, especially in the technology-based future that we see for the State.

Austrics currently has eight external contracted clients: Darwin, Hobart, Launceston Burnie, Benders in Geelong, Ventura in South Oakley, Grampian Transport, Aberdeen and also in Marseilles. Austrics is also currently pursuing 16 prospective clients.

As I said, Austrics was established as a subsidiary company of the State Transport Authority to commercialise timetables, scheduling and rostering software developed by STA and improved by TransAdelaide.

This suite of products can provide transit operators with a fully-integrated management solution to the logistics problems that they face on a daily basis, allowing for substantial savings on their operating costs. Austrics is relatively new in the global market for this type of software and it is largely unexploited at this stage. Market research has shown Austrics to be equal to or better than competitive products. We hope that it will be better.

Austrics' mission is to become a world leader in the innovation, development and supply of computerised planning and management information systems for the public transport industry. It is proposed that Austrics will offer services to the Passenger Transport Board and TransAdelaide, including compiling timetables for all future service providers in Adelaide (and that would include the private sector), preparing timetables for tender specifications, customerisation of the computerised scheduling system for TransAdelaide and providing support and maintenance, while at the same time providing normal client services for external transport operators using the Austrics system.

Austrics has been actively pursuing the world-wide interest in the complete range of software products developed in Adelaide. This includes responding to tenders to supply a crew scheduling system for eight companies in France, the

AGIR group, and responding to a tender with BHP to supply the crew scheduling system for National Rail. Negotiations with organisations from Malaysia, the United Kingdom, South Africa, the United States of America, Europe and private companies within Australia to supply the Austrics system and to represent Austrics in those particular countries are under way.

In terms of Austrics' future, it is yet to be determined whether it remains within TransAdelaide, the Public Transport Board or is set loose, in a sense, as a stand-alone private enterprise company.

Mrs Geraghty interjecting:

The Hon. Diana Laidlaw: But not in terms of the software. EDS is in the mainframes, not just the software.

Mr EVANS: I refer to page 345 of the Program Estimates regarding passenger safety. Can you please advise on the level of probability of tragic accidents, similar to those that have occurred in New South Wales recently, occurring in Adelaide's public transport system?

The Hon. Diana Laidlaw: This is important question in the light of community concern arising from those terrible incidents in New South Wales. We have a number of alternative types of exit doors fitted to Adelaide buses. We have a passenger-operated exit door, which is fitted to 702 buses. The door is 900 millimetres wide. We also have a driver-operated exit door on 41 buses, the width of that door being 1 200 millimetres.

Accident statistics show that there is a much greater risk of an accident occurring with the driver-operated style of door. It is this type of door that featured in the recent Sydney accidents. As I noted, we have 41 of that type but the bulk of our buses, 702, are fitted with the passenger operated exit door. With regard to a passenger operated exit door, when the bus stops, the driver releases the electronically operated lock and the green light indicates that the door can be pushed open by the passenger. As soon as the lock is released the brake is applied to the bus and the accelerator is immobilised. To make the door easier to push open, a touch bar is provided and, when this is grasped, a pneumatic system assists passengers to open the door. The passenger holds the door open as he or she alights and, whilst the doors are open, the brake interlock is maintained, hence the alighting passenger has complete control over the bus movement until the door is released and becomes fully closed.

That is the key point: that the passenger has complete control over the bus movement. If the door closed on someone's limb, it would be a relatively easy operation to pull the door open again while the brakes are still applied. This door operating mechanism is manufactured in Adelaide, but the design was originally obtained from an American organisation. Because the passenger has complete control over the door and bus when alighting, it is particularly safe, and in over 20 years of operation with the MTT and the STA there is no record of serious injury being sustained through the operation of this type of door. Its use in Australia is limited to buses in Adelaide and Hobart, and it is clearly technology that we should look at selling to good effect to Sydney.

With regard to a driver operated exit door, this type of door is operated entirely by the driver. It is opened when the bus stops and is closed again by the driver when he or she sees that all passengers intending to exit have passed through the door and are clear of the bus. Rear vision mirrors are provided to assist in that regard. It is this type of door that caused the two recent tragedies in Sydney when the driver

inadvertently closed the door when a passenger was not completely clear. Although the brakes on the bus were applied when the door was opened, the pneumatically operated door closing mechanism was sufficiently forceful in both cases to trap a girl's leg in the rubber buffer strips and so release the brakes on the bus. Special protections are available, including sensitive rubber edges, pressure mats and electronic surveillance devices.

In summary, it is understood that the two recent fatal accidents in Sydney were caused by driver operated exit doors closing before the passenger was completely clear, and the rubber edges of the door were sufficiently flexible to close around the limb. Because of the different type of door operation on most of TransAdelaide's buses, together with the additional safety features on the few driver operated doors, an accident similar to that which occurred in Sydney is most unlikely to occur in Adelaide. And I hope it never does.

Ms HURLEY: I refer to Program Estimates, pages 334 and 345, and want to talk about the patronage figures indicated there. On page 334 there is an estimate of the patronage of metropolitan passenger transport services for 1994-95 of 46.7 million, but in 'Performance indicators' on page 345 the annual patronage is shown as 48.1 million. If the 46.7 million is correct, this represents a 1.9 million drop in patronage from 1993-94, when the figure was 48.6 million. The introduction by the previous Government of Transit Link put the brakes on passenger loss with a decline of only 500 000 between 1992-93 and 1993-94. Which is the correct patronage figure and, if the lower figure, the 46.7 million, is correct, what reasons can the Minister give for this dramatic decline?

The Hon. Diana Laidlaw: I thank the honourable member for her diligent research. It is clear that we have conflicting figures for the estimates for 1994-95. My preference would be for the higher patronage figure, but I will find out the real one. I apologise to the honourable member.

Ms HURLEY: Again, when talking about lower figures, page 121 of the Estimates of Receipts and Payments shows that estimated ticket sales are of the order of \$44.09 million in 1994-95, while there was a \$43.21 million actual in 1993-94. This is an increase of \$880 000. Is the anticipated increase in income from the TransAdelaide ticket sales based on improving patronage figures, which I gather it is not, or does the Minister intend to achieve budget targets by further increasing public transport fares? In this case, I am particularly concerned about those people who commute long distances by public transport.

The Hon. Diana Laidlaw: There will be an increase in public transport fares, probably some time in January. There was some discussion recently about that matter and I indicated that we were looking for a flatter arrangement in terms of suggested fare rises, and work is being done on that at the present time. In terms of ticket sales, I have indicated before that the Government had decided to defer any CPI based increase to public transport fares in July or August pending the completion of the review of the entire structure of Adelaide public transport fares. I anticipate receiving that review shortly. Had the CPI increase of 1.9 per cent occurred, revenue from public transport fares would have increased by approximately \$800 000 in 1994-95, over the base case, no change budget situation. So, that accounts for that figure. In budgeting for this financial year, the Government has made allowance for an improvement in fare revenues.

The Hon. FRANK BLEVINS: So, that is fewer passengers?

The Hon. Diana Laidlaw: No, that is not to be presumed. I will let you know when the review comes out.

Ms HURLEY: I would like to go back to my original comment about the Austrix system. I understood that the outsourcing of information technology involved not only hardware but the software requirements for the department, the actual data manipulation. How will Austrix cope with this, and is any cost anticipated?

The Hon. Diana Laidlaw: That is not my understanding in terms of software; that EDS is involved in the mainframe work but there will be other South Australian companies, and the Government would not ever agree to a situation where we jeopardised the future innovation of other South Australian companies in terms of the software which they would wish to develop and which we anticipate will develop. Austrix would be in the same category.

Mr Bengier: My understanding is that where the organisation has a specific application, as we have for rostering and scheduling, which is entirely different from the rest of the Government, then it can proceed with that organisation.

Mrs PENFOLD: Minister, with reference to page 347 of the Program Estimates and new bus rolling stock, how readily has the STA/TransAdelaide been able to dispose of surplus buses?

The Hon. Diana Laidlaw: All of TransAdelaide's surplus route service buses exceed the legal width limit. Dispensations are available in South Australia and Queensland to operate the ex-TransAdelaide surplus over-width buses privately. TransAdelaide's accident experience does not vary between standard and over-width buses. Twenty surplus buses have been sold by TransAdelaide's agent, a Queensland based agent—which, as an aside, I must admit in Opposition I took some exception to, and still believe it is worth looking at. But 20 surplus buses have been sold by TransAdelaide's agent, including eight 7 600-series Swift buses, for an average sale value of \$13 625, which is twice that which was obtained in 1988. Some \$48 495 worth of surplus bus spare parts, previously sold as scrap metal, have been sold by TransAdelaide's agent. Total sales made by TransAdelaide through the sale of these buses and parts amount to \$337 720. TransAdelaide was not able to release Volvo-B 59 buses at an anticipated rate of one per week for the previous two year period, resulting in the potential sales of large parcels of surplus Volvo-B 59 buses having to be forgone. Volvo buses are now being released in quantity, which means that we have plenty available for sale.

Contract values placed on TransAdelaide surplus buses over 15 years old have to be adjusted downwards by 10 per cent of the contract value each year, so the longer we hold on to these the less return we get, and it is certainly not to our advantage. Many inquiries have been received to export TransAdelaide surplus buses overseas, but no firm commitments have yet been made. Negotiations are in hand with the Queensland Government to the extend life of Volvo-B 59 buses from 25 to 30 years, because of that restrictive 15 year rule. Bus and Coach Promotions Proprietary Limited in Brisbane are TransAdelaide's sole agent for such sales. The reserve contract price for a 700-series Swift is \$15 000 and a Volvo-B 59 bus is \$20 000, both net after an agent commission of 10 per cent has been deducted. Originally there were 36 surplus 700-series Swift buses and 307 Volvo-B 59 buses, which were going to be released for sale over the five to six year period. The agent's contract has been operating for two

years. These Volvo-B 59 buses are the ones that we are replacing currently with the 307 MAN buses. It would be advantageous if we could sell the Volvos.

The CHAIRMAN: I know a few countries within the Commonwealth that could do with them.

The Hon. Diana Laidlaw: I am not sure whether one of our problems is the over-width. Yes, I have just been advised that one of the problems in selling these is the over-width of the buses. It may be that we do look at the conversion back, but that again takes some of our profits away. At the moment we are not getting any profits because we are not selling them, so I think it has to be looked at again.

The CHAIRMAN: It is a pity you could not come to an arrangement through the Commonwealth Government as part of our foreign aid to developing countries. I know it would be an expensive exercise, but there are a lot of developing countries that could do with our buses.

The Hon. Diana Laidlaw: Well, Mr Bengler will look at that, too, tomorrow. It's his first day as the new General Manager and he has to prove himself!

The CHAIRMAN: I asked at the beginning whether we congratulate him or commiserate!

The Hon. Diana Laidlaw: As the day wears on, you will probably commiserate with him.

Mrs PENFOLD: With reference to page 345 of the Program Estimates and in relation to service delivery, especially the issue of service monitoring, can the Minister please advise on the steps that are being taken to monitor and improve the quality of services delivered?

The Hon. Diana Laidlaw: I have the following advice on this subject: TransAdelaide currently monitors service delivery through a number of statistics which are recorded concerning the reliably and punctuality of services. In terms of rail, the critical factors are railcar defects, signal and computer faults, loading and speed restrictions, staff irregularities and other factors. In relation to bus and tram, the issues are vehicle defects, staff irregularities, passenger loading and connections, traffic incidents and other factors. We also monitor the comfort and quality. We look at security incidents, graffiti and vandalism, customer commendations and complaints and cleanliness of the fleet.

The service objectives which have been adopted, for example, improvement of on-time running, and which are currently monitored for the rail service are: punctuality, 95 per cent of services not more than three minutes late; 100 per cent of services not more than five minutes late; reliability, 100 per cent. Bus punctuality indicator data is currently being collected with a view of developing service objectives. This data is collected through the Crouzet system. Reports produced from this system are forwarded to the relevant depot manager for appropriate action if they show trips which were late or early, and the location and amount of variance from the timetable.

As a result of the collection of this data, reports on the standard of service delivery are available on the following basis: a daily report by 12 noon each day for the preceding day and up until 9 a.m., showing the performance of the service. This allows deficiencies to be addressed quickly, and they are. There is a weekly report that identifies unsatisfactory trends, so that they can be highlighted for remedial action. There is also a monthly report that indicates trends that develop over a long term as a result of the weekly report. So we are diligent in looking at this issue of service monitoring in the customers' interests, and we do want more customers.

Mrs PENFOLD: Minister, I refer to page 345 of the Program Estimates, regarding future service provision. What is the current position in relation to the possible extension of the Glenelg tram?

The Hon. Diana Laidlaw: I suspect that the member for Giles has had briefing notes on this subject for some years, and his reply at this time is zero. However, I have had discussions with the Lord Mayor and others in relation to this matter more recently following the Visions statement that was produced by the council. Members may have also noted that a major redevelopment proposal was released by the Minister for Housing, Urban Development and Local Government Relations a few weeks ago which also incorporated a proposed light rail system. I have agreed that a paper be prepared that looks at business opportunities for the extension of the railway line to Port Adelaide only on the understanding that a business prospectus be developed that looks for private sector or other support for such an initiative.

I do not think there is a great deal of value in simply extending the Glenelg tramline to the Adelaide Railway Station without looking at an extension to Port Adelaide and possibly beyond. Certainly, if any initiative is to go ahead, we must maximise land values along that route in terms of urban consolidation and particularly light industry, because there is no point in having another rail corridor, light or heavy, without making sure that we have the concentrations of people along that system who will use it. That is one of the troubles that we have with all our corridors at present: we just do not have the concentration of industry or people along them to get the maximum benefit from our investment.

The estimated cost for the system from Victoria Square via King William Street to North Terrace terminating at the Adelaide station is some \$6 million. That is why I express some reservations about that expenditure, unless we are going to look at the private sector's being involved and maximising the pool of people and business opportunities along that line.

Mrs PENFOLD: With reference to page 345 of the Program Estimates regarding market research, what research activities are either currently being undertaken or have been undertaken recently?

The Hon. Diana Laidlaw: There has been quite a lot of research activity in terms of customer preference. A complex study was carried out by consultants in 1993. We have done studies in terms of quarterly monitoring in which we track the image of TransAdelaide as seen through the eyes of the community with observations being collected at three-monthly intervals. We have APTRAN (the Adelaide Public Transport Network) studies which are conducted in each of the five major segments into which the Adelaide metropolitan area has been divided.

Research has been undertaken on transit link services, for example, TL9 and other new services such as the Marion access service, to establish levels of satisfaction, reasons for usage, previous mode of travel, extent of new usage, trip purpose and the like. There is ongoing monitoring of patronage with detailed daily monitoring of users of the Crouzet ticketing system. One of the initial advantages of Crouzet was the fact that we would get a very good idea of how many people, at what time and to where. Fare evasion and the failure of people to validate their ticket has undermined that attractive feature of the Crouzet ticketing system, because we must question the validity of patronage figures to some extent when there is fare evasion because we do not know where people are travelling, when and how. That is another reason why I am keen to crack down on fare evasion.

We also have other manual surveys which are related to the ticketing system. Two officers, one full time and one part time, are engaged principally for the purpose of carrying out market research for TransAdelaide. Expenditure on consultants engaged in direct market research for TransAdelaide is relatively modest, amounting to about \$39 000 in 1993-94. Market research information has been influential in the establishment of many of the service standards that have been pursued by TransAdelaide. We will be pursuing more service standards in the future in our quest to win work and passengers.

Ms HURLEY: Following the Government's decision to place public transport services out for tender, will any buses now owned by TransAdelaide be sold or leased out to private operators? If so, under what conditions will buses be sold or leased at market prices? Will private operators be required to adopt standards of maintenance similar to those of TransAdelaide? Will any bus drivers who are now employed by TransAdelaide be offered employment with private operators?

The Hon. Diana Laidlaw: It would be beneficial if I could take these questions one by one. They could be construed as supplementary.

Ms HURLEY: There are two parts. The first part is about buses now owned by TransAdelaide being sold or leased to private operators and maintenance after they are sold.

The Hon. Diana Laidlaw: I do not envisage that they will be sold, although leasing is certainly a distinct possibility. In terms of maintenance, I have met with the unions about this matter. Standard AS3902 is a quality standard which TransAdelaide does not yet meet. My understanding is that no other operator in the State does, either, but TransAdelaide is working towards it and others will. It seems as though it will be the standard for the future. Certainly, it is in everyone's interests, whether it be TransAdelaide or another operator, that we maintain vehicles at a high standard or we will not be able to provide a reliable service.

Ms HURLEY: The second part of my question relates to drivers who are now employed by TransAdelaide. Will they be offered employment with private operators; and, if so, will they retain their current award conditions?

The Hon. Diana Laidlaw: They can be. Some may not wish to work with private operators. Some bus operators to whom I have spoken are keen to start their own business and bid for work on both a depot basis and within our own family or group of employees. I am not sure on what basis they would wish to work. They were certainly enterprising and full of enthusiasm.

Ms HURLEY: If they were employed would they retain their current award?

The Hon. Diana Laidlaw: It might be that they may wish to enter an enterprise agreement.

Ms HURLEY: But if they do not?

The Hon. Diana Laidlaw: If they do not enter an enterprise agreement the industrial relations policy and the Act talk about award conditions. As I understand it, the TWU and the TransAdelaide awards apply now. Government policy is that award conditions will apply—I think I answered that for the member for Giles earlier—or enterprise bargaining arrangements that are registered with the court. This is the standard practice not only in this area but all across the State.

The Hon. FRANK BLEVINS: What is the Government's policy on eligibility to tender for bus services? Is it intended that only Bus and Coach Association members will be successful in winning a contract? That was implied at a recent

industry meeting at Elizabeth, where a representative of the association suggested that those choosing not to join the association do so at their own peril and anyone who wants to stay in business would be a fool not to join. Can the Minister provide assurances that the selection of tenderers will be open to allcomers?

The Hon. Diana Laidlaw: I can give an unqualified assurance that that is the case. I am not sure why that person would make such statements. It seems very much like union recruiting tactics to me—quite unknown to the private sector generally.

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

Minister for Transport, Minister for the Arts and Minister for the Status of Women—Other Payments, \$1 220 000

Membership:

The Hon. Lynn Arnold substituted for Mrs Geraghty.

Mrs Hall substituted for Mrs Penfold.

Mr Leggett substituted for Mr Rossi.

Ms Greig substituted for Mr Evans.

Departmental Advisers:

Ms Linda Matthews, Acting Director, Office for the Status of Women.

Ms Dianna Cleland, Acting Manager, Women's Suffrage Secretariat.

Ms Pamela Hocking, Project Officer, Women's Suffrage Secretariat.

The CHAIRMAN: I declare the proposed payment open for examination.

The Hon. Diana Laidlaw: The year 1994 is very important for all South Australians, but particularly for women as we commemorate the centenary of women's suffrage in South Australia. The centenary celebrates South Australia as being the first place in the world to allow women to stand for Parliament and to vote. The Government is committed to ensuring that women play a vital role as we rebuild South Australia. It was also a busy year in 1994 with respect to women in the community generally, it being the International Year of the Family. This year has been of particular significance for women who usually carry the main carer role in the family and often shoulder the double load of paid work force participation and family responsibilities.

This year has seen a change in that the former Women's Information and Policy Unit in the Department of the Premier and Cabinet has become the Office for the Status of Women, an independent unit reporting directly to me. The office is working strategically to place women's policy advice within the broader program of Government decision and public sector accountability.

The budget for the Office for the Status of Women is \$1.09 million. This covers expenditure for the Office for the Status of Women, the Women's Information Switchboard, and payments to various women's organisations. I also have responsibility for the women's suffrage program. The goals of this Government in advancing the status of women are to provide women with the opportunity to participate fully and equally in all spheres of our society; to encourage women to

contribute to the growth of our economy; and ensure women enjoy the benefits of economic recovery in a safe environment.

Our goal is also to value the contribution of work undertaken by women in the home; in child-rearing; in caring for older family members; in voluntary community activities; to eliminate discrimination against women; and to ensure that a fair allocation of resources are devoted to women's particular needs. We are committed to increasing the influence of women in public life, not just on the grounds of equity, but as a significant affirmation that this Government is committed to ensuring that women participate in all spheres of society. This Government has put in place a number of key achievements in the very short time it has been in office, and these will be pursued vigorously over the next year.

First, the South Australian Women's Advisory Council has been established as the peak advisory body for women in South Australia. The council comprises members representing a diversity of skills, ages, cultures, and views across the State. The presiding member is Miss Dianne Davidson, a well known and respected viticulturist, who conducts her own business management consultancy. The council held its first meeting on 29 July 1994, and has already commenced a work program focusing on several priority areas: women and representation; women and the economy; women and violence; and women in regional and rural areas.

A special Joint Parliamentary Committee on Women in Parliament has been established to examine the extent of impediments to women standing in Parliament and measures to be taken to facilitate the entry of women to Parliament. In addition, the Government has established a break-through register, building on the former Government's Register for Women. The register compiles a list of women who are willing to become members of Government and public sector boards and committees. Government agencies are now required to consult the break-through register prior to finalising nominations to Government boards and committees.

This initiative will help us to reach our objective of having 50 per cent representation of women on Government boards and committees by the year 2000. Since December 1993, approximately 350 women have completed the break-through application. We have a total of 580 women who have registered interest in serving on Government boards and committees. In the past eight months we have more than doubled the number of women on that list. Through the work of this Government the women of South Australia are being encouraged to influence the future.

The Hon. LYNN ARNOLD: I thank the Minister for the statement she just made and the information contained therein. This is a particularly significant year: 1994 is the centenary year of the enfranchisement of women and women's suffrage in this State. It is a year in which there have been many celebrations of that fact not only in a retrospective sense, but also a keen awareness amongst groups in the community of the fact that it should not only be retrospective; it should be a planning for the future, examining what are the goals that need to be set, especially given the fact that the great achievement of 1894—that was inspired by a number of leading women in South Australia in the years prior to that—did not see itself fulfilled for many decades to come with the actual election of women to Parliament.

I believe that it is worthwhile noting that great initiatives need to establish for themselves great momentum; it cannot simply be taken for granted that a landmark decision will, of

itself, create that momentum. This year has been a year to examine those precise issues, and we intend, this evening, in questioning the budget estimates for women's affairs within the general context of the budget, to seek information as to how the Government proposes that that momentum will be not only maintained but will be increased. I might say at the outset, it is a concern to not only myself but to my colleagues, that the women's budget as a document no longer exists.

We accept the fact that documents like that are always worth reviewing in terms of the way in which they are structured, the kind of information they present, and the way they present that information. Nevertheless, it represented a very useful map of a number of key activities coming from the Government's budget with respect to women, and that then became a useful check list year by year to determine what would be done in the year ahead, compared to the year prior. While the document does not exist, I can assure the Minister that we do intend to ensure that there is a check list done of what is happening this year, compared to what has been reported in women's budgets in previous years.

I am pleased to note some of the ongoing activities of the Government in respect to women, which are, of course, following the initiatives established by the former Labor Government. In particular, the issue of membership of boards is a very important one. It is one that we took very seriously in Government, and I can give the guarantee that in Opposition we will continue to take it very seriously as we monitor progress in that area. In terms of the wider participation within the public sector, it has been understandably a concern over many years that the participation of women in senior management roles in the department does not reflect certainly the number of people in the community who are women, but even the number of women in the Public Service itself, as there is a general bottom-heavy approach in terms of the rankings of promotional positions and the participation of women.

This requires regular monitoring of what is happening to ensure that real opportunities are being given to women within the public sector. In respect to the wider economy it is a point that I was trying to make well known when I was Premier, and prior to that in my various ministerial roles, that the involvement of women in all aspects of society be quite separate types of initiatives and responses in different areas. We planned a number of activities with respect to women's involvement in economic development. It had been noted that, whilst the Arthur D. Little report had been commissioned and was in itself a very valuable commentary on the economy, nevertheless it was remarkably silent on the role of women in our society.

That point had been picked up in a very positive way by women's groups and by those in Government particularly concerned about that, as they then chose to raise the level of debate on those sorts of issues. I very much hope that that level of debate, having been heightened, will not flag. I will be interested to hear from the Minister what particular initiatives are taking place within the Government to maintain that particular debate to ensure that the opportunities for women to participate in the economic development of this State are not lost.

We have noted the decision to move the Office for the Status of Women directly under the responsibility of the Minister. We will be asking some questions about that to particularly determine the ramifications of that across all of Government. It has clearly been a focus over the years that the role of the Premier with respect to women is very

significant as a Minister *primus inter pares* (the first among equals) who therefore has a greater degree of clout with respect to other Ministers. It would be—and this is no reflection upon the Minister under examination—a great pity if there was any sense of marginalising the activity of examining the role of women within Government and the role of Government in promoting opportunities for women in our community.

Having referred to the women's budget, I will directly start on that matter and will appreciate comments from the Minister on the abandoning of that document. I am aware that there is talk of a new document that will analyse the role of individual departments with respect to women. However, that leaves us at the moment, in the Centenary Year of Women's Suffrage, with the dilemma that we do not have a checklist and, while I am not asking the Minister to have published such a full budget document now, there would be the possibility of a two page checklist that simply goes through the items that appeared in last years women's budget and identifies whether those programs have been continued and, if they have been continued, if they are being continued at a greater or lesser resource commitment than previously and whether there are any other new programs that could be added to that list. I am not asking for a full explanation of each of the programs because those who know the programs will know from last year's budget what those programs are doing. It is simply going through last year's document line by line and advising whether they still exist and, if so, whether the resource commitment is increased, maintained or decreased.

The Hon. Diana Laidlaw: I will seek such information. If it has not all been gathered, it is being gathered in that general form by the Office for the Status of Women now. I am not sure whether the Leader has further questions on the women's budget, but I will explain why this action has been taken not in a negative sense but in a very positive way. That is certainly the way I and Cabinet have viewed this initiative. It follows a similar initiative taken by the Federal Labor Government last year in reviewing the role and function of women's policy advice to Government. At that time it assessed that it would get rid of its women's budget in the form that it had had that budget statement for some years, which was the same form in which we had been delivering it in this State.

The fact that the women's budget, as we have known it since 1985, has not been printed does not mean that the Government is not requiring clear accounting by departments of their activities in implementing appropriate policies for women. In fact, because we require that and want to learn and focus more on outcomes, we are changing the method of assessment of Government policies and programs for women. When this women's budget statement was introduced in South Australia it was seen as innovative. I certainly applauded it as such and used it quite a bit initially, but less so later because it was apparent, as others have also stated, to be a more *ad hoc* collection of bits and pieces throughout programs without a real assessment of the influence, impact and importance of those programs for women, whilst ensuring that these programs are integrated into the Government's agenda in that relevant department or agency.

This was the same problem that the Federal Government encountered in looking at the same matter. We believe that we can do better than having what was a great idea initially but which had become an *ad hoc* catalogue of women's services that lacked analysis and was of questionable value

in making departments accountable for their performance. It was for these reasons that I recommended and Cabinet agreed that this year we would not produce a women's budget statement but instead start the preparation of a joint benchmark study—joint in the sense that it would be conducted by the Office for the Status of Women. That office is not funding it, but Treasury is. The Office for the Status of Women is providing the support staff in undertaking this project. We will be using the 1993-94 women's budget as the base line and the study will develop a framework to improve the financial analysis of Government spending on women's services, projects and programs. It will be completed in March 1995, in time to prepare more detailed financial reporting on the whole of Government performance in respect to the status of women. I believe that the Leader, in asking the question, was seeking to be negative. I see this as a positive development for women in this State and I argued for it from that base.

The Hon. LYNN ARNOLD: We would have felt much more confident about the positive aspect of this if there were not a gap, if there had been a women's budget this year, along with the statement of this other document being prepared in March next year, and with the assurance that it will be an ongoing document (I take it that it will be an annual document after that). That would have made us feel more confident. The absence of anything this year did give rise to a misunderstanding or two.

The Hon. Diana Laidlaw: I apologise to honourable members generally. That was not my intention. There has been a lot to do in the past few months. This was an important project, and I could not achieve everything I wanted to do in the time I had available. This bench-marking study is a positive development from my perspective, and I have to make sure that it is.

The Hon. LYNN ARNOLD: In the document 'Report to the Minister for the Status of Women on Policy Advice Mechanisms on the Status of Women across Government in South Australia', reference is made to the fact that on 4 March Cabinet decided that the Director of the Office for the Status of Women have a strategic role in the Cabinet's three month forward plan. We would support that general initiative, but only if it meant something. What does that actually involve?

The Hon. Diana Laidlaw: Cabinet receives advice from all Ministers on a regular basis, but to develop a six month plan of what Ministers are doing in each area—not only in terms of legislative initiatives but also other arrangements, plans and deadlines—so that we have a view, as the Premier has indicated, of a whole of Government approach to those issues and so that Ministers and departments are not running off doing their own thing whenever and however they wish, we are developing a whole of Government approach with those forward plans. The Director of the Office for the Status of Women will be involved in the pulling together of all information received from all Ministers and make an assessment of the issues that are particularly relevant to women and, having been alerted at that stage, work with the Minister or the department in the preparation of that work. I wish there were more women in senior management positions in the Department of Transport, but there are not—

The Hon. FRANK BLEVINS: You ought to try Mines and Energy.

The Hon. Diana Laidlaw: Mines and Energy is worse, is it? Some of the departments are not so great at the moment in this regard. If we see important initiatives, for example, in

transport or other areas which have an impact on women's lives, the Director, at that instant, with considerable forewarning, would work with the department, the Director, the Minister and the like.

So, it is not just at the stage where the submission is presented to Cabinet and referred to the Director for comment. As I understand from previous Directors of the office to whom I have spoken—and I spoke to quite a number about the arrangements in the past before making this new arrangement—it was just too late. The momentum in some of the departments had already started and it was too late to turn it around to get women's input and assessment of the impact at that time. That is why we have gone for this forward commitment. I hope that explains what we are on about.

The Hon. LYNN ARNOLD: It certainly does give a lot of explanation. It would help to know what power of sanction the Office of the Status of Women has where departments may not make that information known early enough, and also what powers of sanction it has to insist that its views are taken into account not only in the implementation of those forward plans but also in the advice given to others in the Cabinet process.

The Hon. Diana Laidlaw: There are no sanctions in that sense. The Women's Adviser has the authority of Cabinet to work on that forward plan, and Ministers are aware of that. The Director would be working with the Minister and the office on that basis. I have not seen a need at the moment for any powers of sanction. If there were, and if I needed help in Cabinet, and so on, I would be seeking it.

The Hon. LYNN ARNOLD: So it just relies on goodwill at the moment?

The Hon. Diana Laidlaw: Yes, and at this stage that has been effective.

Ms GREIG: I would like to take this opportunity to congratulate the Minister for the Status of Women and also her staff for the detailed description of this section of the budget. I am sure we all knew it would not be an easy task implementing a budget with such limited resources. However, with her skills and understanding of the needs of women in the community, the Minister has succeeded in putting together a clear, concise and practical mandate for her policy area. I would like to commend you for that, Minister.

The Hon. Diana Laidlaw: Thank you.

An honourable member interjecting:

The Hon. Diana Laidlaw: It is the initiative of the honourable member.

Ms GREIG: I would like to expand on what the Leader of the Opposition was just talking about and ask the Minister: what is the role of the Office of the Status of Women and what role will it play with regard to the SA Women's Advisory Council?

The Hon. Diana Laidlaw: We have established the 14-member SA Women's Advisory Council, which will meet on a monthly basis. Members of the council were sought on the understanding that there were four programs relating to the issues of violence, representation, rural and regional women and the economy.

To this point the Office of the Status of Women has had an Acting Director (Ms Matthews). There will be confirmation of the appointment of the Director within a couple of weeks, at the outside. In the meantime, there has been a tentative working relationship between the council and the Office of the Status of Women, with the office providing all the support. When the new Director is appointed, that relationship will be formalised.

As I have requested, the Office of the Status of Women will be working strategically across Government departments and with Ministers on a whole range of work that is being done within Government, and the Women's Advisory Council will be providing advice to Government from the community. So, the roles will be complementary. We would seek to avoid overlap, but that is probably inevitable when working in this field. However, the office and the council will be complementary and supportive.

We have learnt from past difficulties that have occurred in other States and Territories, where there have been some blow-ups, personality problems and administrative difficulties from time to time. One of the benefits of being the last State to establish a Women's Advisory Council—which is long overdue—is that we have learnt from the hiccups in other States and they will not be repeated here.

Ms GREIG: How will the Women's Advisory Council contribute to the women's policy advice to Government?

The Hon. Diana Laidlaw: As I indicated, the Women's Advisory Council has these four important areas of responsibility and focus. In my initial statements about the operation of the council, and certainly in the appointment of members to the council, each member was made aware that my expectation and that of the Government is that we are looking for outcomes. We are not looking just for a general talkfest or more reports and reviews with no action. I want it to concentrate on fewer areas and to work with outcomes in mind. The outcomes that I have sought at this stage are: representation, economy, violence and rural and regional areas.

It will take a little time for all the members to get used to working together. As I understand it, none of them is frightened of talking about what they feel on a whole range of issues. Subcommittees have been appointed in respect of each of these areas.

The council will conduct meetings outside the CBD. It will also seek representation and submissions, and there will be a newsletter. There will be quite a number of avenues to encourage feedback and thought.

Ms GREIG: Will there be cutbacks in support for the women's suffrage events scheduled for the remainder of the year?

The Hon. Diana Laidlaw: No.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: You provided no forward funds for it.

Ms HURLEY: What are the terms and conditions of Ms Loene Sweeney's appointment as Executive Officer of the Women's Suffrage Committee and what was the method of her appointment?

The Hon. Diana Laidlaw: I do not have the contract. However, I assume it was a contract appointment at ASO7 level, which she had applied for and won. The contract is until June 1995. So, it was a two-year appointment. When we discovered that the former Government had not provided forward budget estimates for these positions, and when I sought funding but did not get everything I wanted, the allocation of \$100 000 meant that we had to make some harsh decisions. At that stage, the whole program was in place because the secretariat had excelled in many ways in ensuring that we had a comprehensive program for the remainder of the year.

We were able, with that salary range, to ask the people who were on the unattached list and with salaries paid by the Commissioner for Public Employment to stay with the

secretariat, and they agreed. However, in terms of the people who were paid out of general funds from Treasury, when we did not have the funds provided in forward estimates by the Labor Government, or I could not get them all as a result of my efforts, we then decided that it was more important to maintain the program and the initiatives in the community.

Therefore, I spoke to Sweeney and one other officer, and it was agreed that we would help them find other employment within the Public Service. I understand that that employment has been found and that Sweeney is with Public Events with the State Library.

Ms HURLEY: Given that she is still in the Public Service, there would seem to be no overall saving to the Government.

The Hon. Diana Laidlaw: There was money found in one area that could not be found through Treasury for this initiative. The Public Library had funds for that. You suggest that I do not fill it and take the funds from there to women's suffrage: I should have thought that Public Events at the library was an important role to fill. If I had known it was available for that purpose, I would not have put it towards women's suffrage if you had asked me, anyway.

Ms HURLEY: When you were talking about the priorities set out for the Women's Advisory Council, I noted that there were about four, and none included women's health. Why does there seem to have been no support from your office or from the secretariat for the position of the women's health centres, which suffered dramatic cuts in the budget and which face ongoing cuts in future budgets?

The Hon. Diana Laidlaw: I am not sure on what basis you say there has been no support.

Ms HURLEY: I understood that at least one of the women's health centres had contacted you but had not been able to get an interview with you, to see any of your officers or to receive any indications of support for their position.

The Hon. Diana Laidlaw: I can assure you that the centres that I was aware of, that made contact with me, I have seen. I have also spent considerable time down at the Dale Street Women's Health Centre recently, and I have certainly had discussions at some length with the Minister for Health, who has a very difficult position in terms of budget allocations and demands for those funds.

Ms HURLEY: So, women's health was cut rather than general community health?

The Hon. Diana Laidlaw: As I understand it, there are cuts everywhere in health, whether we like it or not.

Ms HURLEY: In the budget line for the women's suffrage centenary, what is the breakdown of the \$100 000 the Minister was talking about previously in salaries, oncosts and the running of the secretariat?

The Hon. Diana Laidlaw: There is no cost in terms of salary, because all the staff are from the unattached list, with salaries paid by the Commissioner for Public Employment. I know that vast sums of money are being expended for the organisation of the Women, Power and Politics conference and also for the end of the year celebrations, which are specifically geared for the date of the vote through the Parliament. I will obtain further details in terms of the \$100 000, but I know that there is money for general public relations and marketing. In addition, I believe some \$300 000 has been provided by other departments for activities for women's suffrage celebrations this half of the year, and I will also obtain more advice on that.

In terms of the Women, Power and Politics conference, it is fantastic to see the support that has been generated from a

whole range of agencies, such as: the Department of Public and Consumer Affairs, \$20 000; Minister for Tourism, \$25 000; the Office of Government Management, \$12 000; the Department of Industrial Affairs \$5 000; and the Department of Mines and Energy has given project funds, in a more enlightened move than it is generally given credit for. The Department of Transport has also helped the Women, Power and Politics conference with sponsorship of \$4 900, the cost of bringing a speaker to Adelaide. We are providing opportunities for other women (and men if they wish) to attend the conference. That was a specific sum sought, and the Department of Road Transport has complied.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: As at 7 September, 283 have paid in full by registration. In regard to daily, we have Saturday, 83; Sunday, 17; Monday, nine; Tuesday, eight; and concessions, 44. I understand that many more people wish to come on a concession basis, and sponsorship that has been gathered in the past few weeks will ensure that, so the total registration as at 7 September is 445, with more having come in in the past few days. I understand they are processed on a weekly basis.

The Hon. LYNN ARNOLD: Is it expected that there will be a surplus from the conference?

The Hon. Diana Laidlaw: The conference secretariat believes that there will be no problem. We are budgeting for a surplus.

The Hon. LYNN ARNOLD: What happens to it?

The Hon. Diana Laidlaw: I think that goes back into general revenue. We might need it for women's services.

Mrs HALL: Will the Minister outline the steps that have been taken to ensure that the breakthrough register of women is being used by all Government departments?

The Hon. Diana Laidlaw: An instruction has gone from Cabinet that the register be used. I am pleased that the Office for the Status of Women and my office organised an opportunity for senior ministerial and, I think, Public Service officers in Ministers' offices to meet with the Office for the Status of Women and chiefs of staff, to learn more about how to use the register and for us to learn what their needs were. So, we were providing a customer service as well as letting them know that we were around and that Cabinet required that the register be referred to. We have a cover sheet on each Cabinet submission which specifically asks for membership of each advisory body, statutory authority and the like, asking the current membership, whether the Minister concerned has referred to the register and how the membership of the agency or the statutory authority will be changed by the Minister's appointment. So, on the front of every Cabinet submission, as it relates to a membership or appointment, that information is required.

Mrs HALL: Can the Minister give some information to the Committee about the 1993-94 specific targets/objectives reference 'Women in South Australia: a statistical profile', which was prepared in conjunction with the Australian Bureau of Statistics, and explain what the status of this document is?

The Hon. Diana Laidlaw: This statistical profile of South Australian women is one of the major projects that is being undertaken by the office this year. It is being written as part of the Government contribution to the celebration of the Women's Suffrage Centenary and the International Year of the Family. The publication will provide statistical and other information of interest concerning South Australian women and to chart their progress over the past 100 years. The

project is being undertaken by the Office for the Status of Women, with input from the Australian Bureau of Statistics. Other agencies contributing to the project include the Department for Industrial Affairs, the South Australian Health Commission and the Department of Employment, Training and Further Education. The publication will focus on a number of key areas, such as women and work. The member for Napier referred earlier to women and health, and that is one of the focuses of this statistical profile. There are also women in education and training and women and families. The estimated cost of the project is \$40 000, funded through the Department of Premier and Cabinet in the 1993-94 financial year. It is planned to launch the publication as one of the final events of the Women's Suffrage Centenary Year in December this year.

Mrs HALL: What input has the Minister for the Status of Women had into the implementation of the national strategy on violence against women?

The Hon. Diana Laidlaw: The Acting Director of the Office for the Status of Women, Ms Linda Matthews, has been representative there and a superb representative, because she has had so much experience in this women's domestic violence policy role over a number of years. Perhaps she could speak about her role in this national strategy.

Ms Matthews: I was the South Australian Government member between 1990 and 1993 of the National Committee on Violence Against Women, and this committee produced the report in 1993 called the National Strategy on Violence Against Women. The national committee was a forum for national consideration of legal policy and program issues in this area. Most of our work centred on domestic violence and rape and sexual assault, but we certainly looked at other areas as well.

In relation to what has been happening since that time, the strategy provides some direction for action for Governments in Australia to address the issue of violence against women and to measure progress towards the ultimate goal of eliminating violence against women. At the meeting in Hobart on 25 February 1994 the Council of Australian Governments agreed that a working group of officials should be established to survey the Government responses to the national strategies and report to the next COAG meeting on aspects of the strategies which could further form a national approach. There were two South Australian representatives. I was one of them.

We presented a report to the August 1994 meeting of COAG, but unfortunately the agenda item was not reached so it will go on to the next COAG agenda, for the meeting in February. One of the main areas that we have looked at is services for women subjected to violence, the criminal justice response to violence against women, access to justice for women subjected to violence and community attitudes to violence against women. In South Australia, the Family and Community Services and Health Commission unit called the Domestic Violence Resource Unit is responsible for coordination of domestic violence policies. So there is progress continuing towards a number of the areas and directions that the national strategy covers.

The Hon. LYNN ARNOLD: I have a number of questions which, with the concurrence of the Chair and the Minister under examination, I would like to read *seriatim*, for them to be taken on notice and answered subsequently, if that is agreeable to the Committee. What status of women initiatives have been set aside for the allocation of \$30 000 in 1994-95? There was an increase in the actual amount spent

in 1993-94 over the budgeted amount spent of \$90 000. What is the breakdown of that increase in the actual over estimate? There is an increase of \$141 000 for the 1994-95 budget estimate from that of 1993-94. What is the proposed breakdown of that amount? With respect to the new advisory council, what will the advisory council cost? How will those costs be made up in terms of fees, services and any other costs? What amount of money do members of the Women's Advisory Council receive as payment for their services, and who determines the amount to be received by members? What is the relationship between the Women's Advisory Council and the Aboriginal Women's Advisory Group and the Non-English Speaking Background Women's Advisory Council? Who now has the position of executive officer to the secretariat, and what was the method of her appointment? Finally, what initiatives will be undertaken in this financial year to ensure opportunities for consultation by Aboriginal women, in terms of expressing their views on important matters facing South Australia and, in particular, facing Aboriginal areas of the State?

The Hon. Diana Laidlaw: I have answers to all those questions, but as the honourable member suggested I am happy to take them on notice and provide the replies by 30 September for inclusion in *Hansard*.

Mr LEGGETT: What assessment has been undertaken of ways to improve women's policy development? I know this matter was touched on by the Leader of the Opposition earlier.

The Hon. Diana Laidlaw: A number of initiatives have been taken on policy development. That includes the Women's Advisory Council, which, as I indicated, has an important role in terms of not only receiving advice from the women in the community but also ensuring that there are outcomes and not just discussion in respect of all the areas that they do address. That is why we have limited the focus of the Women's Advisory Council initially, to make sure that we do not just address a whole lot of issues and then not take those issues further. As we all understand, Government takes a little while to get some of these matters addressed, and if it focuses too widely it will take the advisory council a long time to get outputs. We would like them to focus on an issue, work hard on it, come up with ideas and then work towards the implementation of those proposals. So it is a very focused approach. The benchmark studies that I mentioned earlier for the Leader will be absolutely critical in determining how effective departments are and highlighting to us how they have to be more effective in the future, and I suspect all of them will need to lift their game.

The CHAIRMAN: Having arrived at the agreed time, I declare the examination of the vote completed.

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

Department for the Arts and Cultural Development,
\$71 087 000

Departmental Advisers:

Ms W. Pelz, Chief Executive Officer, Department for the Arts and Cultural Development.

Ms C. Treloar, Director, Arts Development.

Ms D. Contala, Director, Finance and Resources.

Mr U. Peisach, Finance Manager, Arts Development.

Mr J. Bettcher, Finance Manager, Arts Programs.

Membership:

Mr Cummins substituted for Mrs Hall.

Mrs Kotz substituted for Ms Greig.

Mr Caudell substituted for Mr Leggett.

The Hon. M.D. Rann substituted for the Hon. Lynn Arnold.

The CHAIRMAN: I declare the proposed payment open for examination.

The Hon. Diana Laidlaw: I would like to take this opportunity to explain the variations that have occurred in the arts and cultural development programs in the current financial year. These are reflected in the budget Estimates of Payments, as follows. The responsibility for the operation of the Minister's office was transferred from the Department for the Arts and Cultural Development to the Department of Transport on 15 December 1993. As a consequence, only six months of expenditure for the Minister's office is reflected in the arts budget. The Women's Information and Policy Unit was transferred from the Department of the Premier and Cabinet to a ministerial line under the Minister for the Status of Women. Accordingly, the operating and telephone costs of the Women's Information Switchboard, which were previously shown in the arts budget, are now shown as part of the newly established Office for the Status of Women. As a consequence of this, the line 'Grants State-wide Information Services' under program 2 in the Estimates of Payments has been reduced by \$40 000.

Through the new arrangements for insurance and risk management, the Department of Treasury and Finance has allocated \$1.236 million to the Department for the Arts and Cultural Development. This amount will be paid to the central insurance fund in 1994-95 and has been apportioned to various programs in the budget documentation. A strategic planning and development unit has been established using existing staff, and the cost of this unit is now incorporated in program 1: Development of the Arts. This new unit incorporates the existing policy and research functions and will also provide new functions to support the Government's strategic plans for arts and cultural development for the social and economic development of the State. The functional areas include: cultural export and exchange; commercial opportunities for artists and arts organisations; cultural enterprise development, that is, developing the business potential of companies and organisations; cultural tourism; and Commonwealth and State relations. Integral to this new direction are close working relationships between the Department for the Arts and Cultural Development and other Government agencies, particularly the Tourism Commission and the Economic Development Authority (EDA). The EDA is providing funds for a number of pilot cultural development projects, including funds to expand the role of the South Australian Film Corporation in film development.

Savings of \$1.6 million have regrettably been required of the arts portfolio to meet the Government's debt reduction strategy. These will, for the most part, be achieved without a major impact on grant allocations or services. Nearly half the expenditure reductions will be achieved through restructuring, staffing and administrative overheads, and the majority of the savings will arise from a smaller central office. Savings have also resulted from the restructuring of the South Australian Film and Video Centre services and the transfer of relevant functions to the State Library.

There are many positive aspects to the 1994-95 arts budget. Provision is made for all three stages of the extensions to the Art Gallery. Major storage facilities for the

Museum, the Library and the History Trust will be consolidated at Netley Commercial Park. The successful transfer of video services to the public library system will improve access to video services to the general public and the education sector—we have still to resolve some aspects of the future of film distribution through this system. There is a provision to fund initiatives in the contemporary music field, and to fund the Ruby Litchfield and Ruth Tuck scholarships to foster youth arts in this State. The budget allows for a capital upgrade at the Adelaide Festival Centre by the provision of \$1.25 million. The South Australian Museum has attracted \$470 000 in additional Commonwealth funds for Aboriginal and other projects. I welcome questions with respect to the arts and cultural development budget for 1994-95.

The Hon. M.D. RANN: The Minister mentioned cuts to the arts budget. In the last election campaign the arts and cultural development policy of the Liberal Party stated:

The Liberal Government will maintain current levels of funding for arts and cultural activities notwithstanding the immediate demands of the economic crisis facing the State.

Do you accept that that is clearly a broken promise?

The Hon. Diana Laidlaw: I accept that the statement was made in good faith. Neither I nor my colleagues anticipated the extent of the economic crisis that we would inherit. I regret very deeply, because of my personal commitment to the arts and my strong belief in the value of the arts to this State, that the situation we inherited due to the State Bank and other mismanagement by Labor has forced me and the Government to accept this situation at this time.

The Hon. M.D. RANN: Although it said, '... notwithstanding the immediate demands of the economic crisis'.

The Hon. Diana Laidlaw: I understand that, and I said we had not anticipated the extent of the crisis. It was made in good faith, and I stand by that.

Members interjecting:

The Hon. Diana Laidlaw: The 'broken promise', if that is what it is called, Mr Chairman, is hardly equivalent to anything the Labor Party did to this State over the past 10 years.

The Hon. M.D. RANN: The task force report, much publicised but delayed, states that funding must be better targeted, focused on what is uniquely South Australian to help tourism, and that tough decisions must be made. Will this result in funding maintenance for prestige groups such as the State Theatre and State Opera, which do an excellent job, but cuts to smaller groups? I understand that these smaller companies have already been told by departmental officials, particularly in the area of community theatre, that they will suffer cuts next year and have been spared this year. I guess all of us who are concerned with the arts would be concerned that cuts in this area would be disastrous for the arts in this State because they are fertile breeding grounds as incubators and as training institutions for the more high profile companies. They also have an ability to reach out to the community to involve sectors in the arts which perhaps normally would not be involved in the arts. Will the Minister consider closely a move to triennial funding for the smaller as well as the larger companies?

The Hon. Diana Laidlaw: I refute what the honourable member said in his assessment of the task force report. The task force makes it very clear that one of our objectives in the arts in the future must be to look at and support new entrepreneurial innovative work in this State. So often, in fact some would argue generally, that work comes from the smaller

theatres. I have said in this place on other occasions and publicly, and to my colleagues, that we must maintain a strong commitment to the community arts and the smaller companies because they are the lifeblood of the arts not only in this State but elsewhere.

You can have all the big companies you like, but they can easily fall into a comfort zone unless you have the pressure, innovation and excitement coming from below. That is, as I say, the lifeblood for the arts. I was very pleased to see in the task force report that there was this strong emphasis on new entrepreneurial and innovative work, and also on work that is and companies whose programs are intrinsically South Australian. We need to examine ways of doing things differently and better. I do not deny that. That was explored in the task force report. We will be doing that, and that will mean changes.

No officer in the Department for the Arts and Cultural Development has had any authority or any reason—and I state that emphatically—to state to any group in this State how they will be funded in the future, because no decision has been made—in fact, those matters have not been explored. In recent days I have been sending out advice to all organisations about their funding levels, and this reflects that which was approved by Labor last financial year—other than with respect to the Film and Video Centre.

In terms of triennial funding, a number of initiatives will be taken this year not only with State Opera but with other organisations. I am prepared to look at all arts companies in this State in terms of triennial funding. I understand that the Australia Council is looking at triennial funding in terms of the Meryl Tankard Australian Dance Theatre and State Theatre Company under its new major projects initiative. If that is the case we would seek to reflect those initiatives.

The Hon. M.D. RANN: In response to my question about community theatres you mentioned Meryl Tankard and the State Theatre Company. What I am seeking from you is a commitment, given the task force report for triennial funding for community theatres in this State. I think it would be wise to check with your department about what it is saying to community theatre companies about not this year's budget and the decisions that have been made but future budgets. I do not want to be put in the position of naming officers, but I think you might be well advised to check throughout the department.

The Hon. Diana Laidlaw: I appreciate your advice off the record. As I indicated on the record, they have no authority and no reason to be making such statements. We would only enter triennial funding with a company of any size if a forward business plan had been developed. That would be the base for the Australia Council to enter triennial funding, and would be our position also.

The Hon. M.D. RANN: The task force recommends that we should have committees to select board members across all boards and committees. I can think of about 25 boards and committees that are appointed directly by the Minister for the Arts. Are we going to have a series of committees to select the 25 boards? I guess it would not be practical to have one selection committee to select all the 25 boards, particularly when you look at the diverse area of the arts which includes Tandanya, Carrick Hill, State Opera, Libraries Board and the Jam Factory. Does the Minister intend adopting the recommendations of the task force, or, if she does so intend, perhaps to a limited extent? Which boards and committees will have a selection committee established?

The Hon. Diana Laidlaw: The task force report provides a framework for me as Minister to move forward to establish an exciting future for the arts in this State. It is a framework. In terms of this committee system, I have not made a decision as to how we will proceed. I clarify that the task force recommended this committee system to select members of the boards of major companies only, and I regret to advise that there are not 25 in this State. I wish there were.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: There may be 37, including the smaller companies, but not in the major league. The first time I encountered this suggestion of appointing a selection committee, to in turn recommend to the Minister members for a board, was upon receipt of the review of the Festival chaired by Mr Ross Adler, Managing Director of Santos Limited. Mr Adler apparently chairs the Sugar Corporation and the Barley Board selection committees, which is a system initiated with the knowledge and consent of the Federal Government. Mr Adler swears by those selection committees as an excellent way to get the best people to serve on boards. It was through his experience and recommendation to the review team for the Festival that the review team in turn recommended this arrangement to me.

In terms of the Adelaide Festival, the selection panel met yesterday and today; I understand it has had phenomenal success in speaking to a wide range of people who have expressed interest to serve on the Festival Board and a number of people were head-hunted to find out if they would be interested. Those people who were head-hunted were prepared to go through this selection interview, so we know now that, in terms of the selection, everybody would have a fair knowledge of what would be expected from the Government and the community in terms of our Festival, and in turn we would know what they could provide in terms of time, energy, commitment, knowledge and skills.

As I understand it, it has been a very healthy, exciting process for everybody involved over the past few days. As I indicated earlier, I have not decided whether this selection panel process should be adopted in each instance. I think in some cases we will do so to ensure that we get the best possible people. I must say that one of the advantages in the area of the arts seems to be that the Minister alone is not making the decisions.

The Hon. Frank Blevins interjecting:

The Hon. Diana Laidlaw: With respect to the arts, as Minister you become used to getting the blame, whether you have done right, wrong, or indeed nothing at all. If it means that we can get a wide range of people with better management skills and commitment on our board, then the State and members of Parliament should embrace the system and rejoice.

The Hon. M.D. RANN: I am always eager to rejoice. Minister, you are envisaging a series of different selection committees?

The Hon. Diana Laidlaw: No. If I move this way, I believe that we would establish one committee for two or three boards in the initial stages to see how it worked.

Mrs KOTZ: I would first like to put on record my congratulations to the Minister for bringing down this budget. It is definitely a budget that is responsible, innovative, and creative. Taking into account that the Minister inherited the unfortunate circumstances of budget deficits from the previous Labor Government, I congratulate the Minister on what is definitely a most responsible budget, and, as the Minister has said, sets the formation and the ground work for

following through to encourage and to do far more in the arts than we have seen in the past. So, I congratulate the Minister.

I refer to Estimates of Receipts and Payments, page 126, under the heading 'Program development for the arts' and the line relating to the South Australian Film and Video Centre. As the Minister and most members would be aware, in noting that the South Australian Film and Video Centre has been closed, I see a provision of \$233 000. Could the Minister explain that?

The Hon. Diana Laidlaw: It is an important provision, particularly in the light of the decision to cease the operation of the centre as we have known it. It is true that within any organisation that significantly changes its operations, as is the case with the South Australian Film and Video Centre, there is a need to provide for the effective and efficient transition of staff services and facilities. The closure of the South Australian Film and Video Centre is no different. The transfer of the provision of video lending services to the Libraries Board and efforts generally toward a satisfactory solution to film lending need to be managed. Any equipment required by the video lending services will be transferred to the new operator.

The ongoing provision of a film lending service and the transfer of sale of assets, such as office equipment and motor vehicles, need to be coordinated and the returns utilised to offset the costs of the closure. The greater proportion of the costs of the closure, approximately \$204 000, relates to staff salaries, leave liabilities and superannuation payments. The

asset sales will return approximately \$35 000, which is to help offset the costs of the closure. For example, \$7 000 will be allocated to State Records to provide the statutory requirements of archiving, and in this case it involves not just records but the history of the South Australian Film and Video Centre.

Other areas of expenditure relate to the 1993-94 South Australian Film and Video Centre audit. Building security and outstanding purchases of videos is now transferred to the PLAIN Central Service. The cost of the service has been minimised by the hard work, assistance and expertise provided by the staff of the Film Corporation and a number of staff formerly engaged by the Film and Video Centre, and I thank them for their assistance and professionalism during this difficult time.

Mrs KOTZ: I note under the same line that in the area of Department for Arts, the number of central office staffing has been cut. Can the Minister explain those cuts?

The Hon. Diana Laidlaw: I did make a policy commitment in relation to streamlining the department's bureaucratic infrastructure 'to ensure that maximum financial support can be directed to arts workers in the industry'. The Government, with the cooperation of the departmental officers, has sought to implement that undertaking. The staffing levels in the central office have been reduced from a high of 49.8 in June 1992 to 41.6 in August 1994. Mr Chairman, may I incorporate in the *Hansard* a purely statistical table outlining central office staffing in terms of executive finance and resources and arts development, June 1992 to August 1994?

The CHAIRMAN: That is agreed to.

ARTS AND CULTURAL DEVELOPMENT
CENTRAL OFFICE STAFFING

YEAR	EXECUTIVE	FINANCE AND RESOURCES	ARTS DEVELOPMENT	TOTAL
June 1992	5.2	26.4	18.2	49.8
June 1993	6.3	22.0	20.2	48.5 (-2.6%)
June 1994	5.0	23.0	17.4	45.4 (-6.4%)
August 1994	3.0	19.0	19.6	41.6 (-8.4%)
				TOTAL (-16.5%)

The Hon. Diana Laidlaw: I sought some explanation from the department about the figures in the Program Estimates because it looks as though there has been an increase in the staffing of central office in the Arts Development area.

Under the development for the arts, the 1993-94 estimate was 17.8 and the actual was 17.6 and the estimate for 1994-95 is 20.6 which, on the face of it, looks as though we have increased staff in that area. The reality is that that has been offset by adjustments in the transfer of strategic planning and development functions which were previously shown under the inter-agency support services. That has all been offset by arts development administrative costs of \$96 000. Four full-time equivalents have been transferred from inter-office agency to strategic planning and development.

Mrs KOTZ: I thank the Minister for that answer. It is a pleasure to have a Minister diligent enough to pre-empt a question that might arise. I refer to the Program Estimates, page 356, again under development of the arts and specific targets and objectives. This is to do with the matter of scholarships. What is the current status of the Ruth Tuck and

Dame Ruby Litchfield scholarships?

The Hon. Diana Laidlaw: The first question from the Opposition was about broken promises. This is a promise that I have definitely been able to keep in the first year of government, and I am thrilled that this is so. I was pleased, when preparing the Liberal arts policy, to have an opportunity to ask both Ruth Tuck and Dame Ruby Litchfield whether they would be prepared to have scholarships named after them and also was very proud that they were prepared for such an announcement to be made prior to the last election. Both individuals are matriarchs in the arts world in South Australia. I believe that both are over 80 years of age and are extraordinary with the time and commitment that they continue to devote to the arts and young people. It was fantastic that both women in whom and for whom I have such faith and respect agreed to be involved in this initiative.

The scholarships in each instance are \$15 000 in value. They will be reduced somewhat to take into account marketing and publicity costs of \$750 in relation to each program. The Ruth Tuck scholarship program will be for young people in visual arts, which will include sculpture, crafts and design. The Ruby Litchfield scholarship will be for young people in

the performing arts, including music and dance.

I recently appointed the Chair and members of both advisory committees. Mrs. Vida Swain from Greenhill Galleries has been appointed Chair of the Ruth Tuck Advisory Committee—a decision that has the blessing of (if not first promoted by) Ruth Tuck herself. Other members include Ms Lidia Groblicka, Mr Christopher Orchard, Ms Joanne Crawford and Ms Rita Siow. The other members of the Dame Ruby Litchfield Advisory Committee are, as Chair, Mr Alan Farwell, Mr Kim Hanna, Ms Lisa Lanzi and Ms Anna O'Connor. All members, with the exception of the Chair of the committees, have been appointed for a two year term expiring on 5 September. All committees have met and we have begun advertising for both scholarships. Applications will close on Friday 11 November at 5 p.m. Guidelines and application forms will be available after 7 October.

In discussions with the Chair of both committees it has been determined that up to two scholarships per year will be awarded for both performing arts and visual arts, that is, up to four scholarships a year. If two scholarships are to be awarded in one area, the total value is not to exceed \$14 250. Flyers have been distributed to individual arts organisations and educational institutions. I am thrilled not only for the women concerned but also for young people that we have been able to find this sum of money for important projects in difficult times.

The Hon. M.D. RANN: I refer to the arts task force, which is referred to on page 356 of the Program Estimates. The task force recommends charging for admission to North Terrace institutions. I guess that is of particular relevance to both the Museum and the Art Gallery. I have been aware for some years that entrance fees are charged for special exhibitions that come to the Art Gallery—visiting exhibitions from Ireland or wherever.

There is a strong community rejection of having to pay entrance fees to see the permanent collection, that is, paying to see what they already own. That is why my questions were focused on community arts and theatre: there is concern that there is to be a policy of steadily moving towards a high end of the arts for the few as opposed to a more coordinated arts policy. Will the Art Gallery be forced to have entrance fees for its permanent collection? When will a decision be made and what will be the Minister's recommendation to Cabinet?

The Hon. Diana Laidlaw: I regret that the honourable member not only on this occasion but also on other occasions on which he has addressed this issue has not reflected the recommendation of the task force in terms that entrance fees are recommended only after major capital works have been completed. It is entirely conditional and it is not suggested that the Art Gallery and the Museum, in the under-developed state in which the former Government left them, should attract entrance fees, and I certainly would not entertain such an idea.

In terms of admission charges, I am aware that the National Gallery in Canberra and the National Gallery of Victoria charge entrance fees. There may well be others which do so. Certainly the Powerhouse Museum does. No-one would dream of going to the Louvre, the Guggenheim, the Museum of Modern Art or the Victoria and Albert Museum without paying entrance charges.

It is certainly our intention, as a result of the redevelopments that we will endorse over the next 10 years for the North Terrace institutions, that they will be world-class facilities.

The Hon. M.D. RANN: So there will be charges?

The Hon. Diana Laidlaw: I haven't said that. What I have said—

The Hon. M.D. RANN: Do you need an advisory committee to advise you on this? Sometimes a Minister has to make a decision or a recommendation.

The Hon. Diana Laidlaw: I haven't said that. Perhaps it is a little late in the night for the honourable member. He seems a little irritable.

An honourable member interjecting:

The Hon. Diana Laidlaw: A little bit slow perhaps.

The Hon. M.D. RANN: People are telling us that you are not coping, that you cannot cope with the workload.

The Hon. Diana Laidlaw: I can cope with the workload and I can cope with you. I have indicated that there are world-class facilities in terms of art galleries and museums around the world where people would not dream of entering without paying a fee. We intend that our Art Gallery and museum will be of world-class standard.

I will be discussing this matter with the boards of the Museum and the Art Gallery. I understand that the Art Gallery is already commissioning an assessment of the issue. The task force itself recognises that there are issues of access and equity that could arise from the introduction of admission charges. However, it believes that measures such as targeted, discounted admission and free days could be introduced to address these issues.

I will be discussing the issues with the Art Gallery board and the Museum board, but no others at this time, closer to a date that is relevant, when the capital works programs are nearer completion. In terms of the Art Gallery, that is not until the Festival of 1996. So there is plenty of time; there is no need to rush it. There are many other issues to address that are more important at this time.

The Hon. M.D. RANN: I refer to the Film Corporation (page 356 of the Program Estimates). When will the report on the facilities at Hendon be completed? When will it be released and have there been any further approaches this year from the ABC regarding the possible use of its facilities at Collinswood?

The Hon. Diana Laidlaw: I have received no approaches from the ABC. Those doing the study funded by the EDA may well have approached or explored the issue with the ABC. I expect the report to be presented to Minister Olsen and me by the end of September.

The Hon. M.D. RANN: Will that be released publicly?

The Hon. Diana Laidlaw: Yes, I see no reason why not. The industry is an important one.

The Hon. M.D. RANN: That is why I passed the money across when I was with the EDA; I agree. It was the intention to release it publicly.

The Hon. Diana Laidlaw: Yes, and as the industry is an important one I would like more people to understand the issues involved in film. The release of this report would be part of that exercise.

The Hon. M.D. RANN: I refer to the closure of the State Film and Video Centre (page 356 of the Program Estimates). It has been put to me that the way this happened was inept, that it proceeded without any discussion of the impact on major users and without major users being able to offer suggestions about how the services at the centre could be continued.

It is also clear that no planning had occurred with regard to how the centre's lending services could be maintained. However, in particular, there is no obvious solution as to how access to the film collection would be provided. What

discussions were held with principal users before the closure was announced? I would be happy for this question to be answered at a later stage.

I want the details of meetings, venues, institutions and people involved. What is the calculation of the real saving to the State as a result of the closure? Again, I refer to savings other than those achieved by the shifting of costs from one Government area to another. What services are now not available as a result of the closure? What has been the full extent of the protests about the closure; how many individual protests have you received?

The CHAIRMAN: Did you get all that, Minister?

The Hon. Diana Laidlaw: If I don't I'm sure there will be supplementary questions; there are only about 10.

The CHAIRMAN: I'm not going to allow that many supplementary questions: he has had four already.

The Hon. Diana Laidlaw: Okay, but you have allowed about seven questions. However, I will not take issue because they are important and I am keen to answer them all. We will be saving \$200 000 this year, and \$500 000 in a full year. In an earlier response to the member for Newland I explained that there is a figure of some \$233 000 that must be used for transitional reasons this financial year.

I object to the statement that there has been no planning. In terms of the video area, we planned in detail. We were also confident that the State Library, through the PLAIN system, had sought to be responsible for the distribution of videos for some years. Our confidence in the State Library, through PLAIN central services, to operate this system has been more than vindicated.

We have been able, through this initiative, to provide outlets for video across the State through every public library system, whereas there were two outlets in the past. The schools today, with their Nexus system, can link into the PLAIN system. There is no inconvenience to the schools at all. The whole system was transferred over on one weekend, which was an extraordinary effort by both the PLAIN central system staff and the Film and Video Centre staff, and I commend them on their efficiency and for the way in which they have operated the system so professionally since that time.

In terms of film, I acknowledge that a firm decision has not been made in relation to the future of that collection. What has been so interesting is that this period of time has allowed us to explore the 13 000 titles in the collection. Very few of those titles are actually borrowed, let alone borrowed on a regular basis. You could actually say that much of the collection may be termed as old Government documentaries that may have been of some interest to some people some time ago, but from borrowing patterns these days they appear to be of no interest now.

There are 3 000 to 5 000 titles actively used in the sense that they are borrowed once every six months. We are looking at some of those titles going to the Mortlock collection. So, for the first time in this State we will have a South Australian collection of film. They would be a part of that collection because there was a South Australian actor, producer, funder, director and location. That is an important initiative. It is possible, and this will be resolved shortly, that the 5 000 titles could go to the PLAIN central system.

Initially, they rejected such a suggestion. However, they are now comfortable with such and, essentially, so am I. I believe, with some confidence, that we will be able to pursue that option, which again would provide much better access than has been provided in the past through the public library

system to people in this State who wished to use film. I agree that the decision must be made quickly, because bookings are not being made at the present time, and I would wish to reactivate that. Titles that would not remain either at the Mortlock Library or at PLAIN or some other centre would more than likely go to the National Film and Sound Archives in Canberra. Finally, in getting a bit emotive about this issue, as some have, we should all be aware that 70 per cent of the borrowings from the collection have been videos. As I indicated, there has been no interruption to bookings or borrowings with this changeover with respect to videos.

The Hon. M.D. RANN: As a supplementary question, you mentioned that some of the films may be deposited in the Mortlock Library. Will they be available on loan?

The Hon. Diana Laidlaw: As I understand it, the Mortlock is not for borrowing, but they can be viewed there. A number of these South Australian films that the auditors identified have copies or we can have copies made, and they would be available through the public library system. We are canvassing that matter at the moment with public libraries. The honourable member would be aware that many books in the libraries that cannot be borrowed can be viewed on site. If we cannot have copies made of film titles, the same would apply.

Mr CAUDELL: I would like to commend the Minister for the handling of her portfolios to date. In relation to what the Deputy Leader of the Opposition said, I can understand that he brought out a press release earlier saying that MPs should go out into the private sector for 10 days, because obviously the previous Government needs training in the formulation of budgets. The relationship between its budgets and what it actually spent would be luck rather than good management.

I refer to the Estimates of Receipts and Payments for 1994-95, page 126 under 'Recurrent receipts', the line being 'Economic development program'. The budgeted amount in 1993-94 by the previous Government was nil, actual receipts were \$830 000, and the Minister has budgeted for \$930 000. What are the funds from the Economic Development Authority to be used for?

The Hon. Diana Laidlaw: I thank the honourable member for his nice statements; we must be getting late into the night. In terms of the Economic Development Authority, there has been an increase in funding of \$100 000 this financial year, which is an important contribution. I do not hear too much from the members opposite recognising the positive aspects of this budget. As foreshadowed in recommendations contained in the South Australian Film Corporation Review Committee's report, which received endorsement from the previous Government and which have been continued by this Government, a new South Australian Film Corporation role in film development has been expanded through additional funds allocated by the EDA for an initial two years.

The \$830 000 annual grant from the EDA is allocated by the corporation in three areas: \$600 000 for production financing, which provides investment or loans to feature films and television productions; \$120 000 for marketing the South Australian film and television industry, its creative talent, facilities and services and the range of locations and other advantages this State has to offer; and \$110 000 as additional funding available for the development and marketing of projects destined to be produced here in South Australia. Between the start up of the new film development programs at the South Australian Film Corporation in January and the

end of the financial year on 30 June, the corporation committed production financing to three productions in addition to production financing committed by the Department for the Arts under Filmsouth, which now forms part of the South Australian Film Corporation's programs.

Among these new productions that EDA funds have assisted are *Epsilon*, a new feature film by Rolf de Heer, whose previous film *Bad Boy Bubby* won five awards at the Venice International Film Festival last year and who is currently nominated for six Australian Film Institute awards. *Epsilon* is currently shooting, employing new motion control camera technology developed here in Adelaide by Digital Arts. The other financial participants are the Film Finance Corporation and Fandango from Italy. The other production that the EDA is assisting is *Glad Rags*, a 13 episode children's television series now in pre-production here in Adelaide. It is being produced by Nomad Films from Perth, with Channel Nine/Southern Television, the BBC and the Film Finance Corporation.

Under its new mandate, the South Australian Film Corporation is open to assisting in the development of projects from interstate that are seeking to bring production into South Australia, either because the subject involves South Australia or because of the locations and other cost effective advantages South Australia has to offer. The new marketing funds are critical to raising South Australia's profile within the Australian film and television industry, which is increasingly attracting the attention of overseas production companies. Australia is achieving a high profile internationally, with its own productions such as *Priscilla*, *Queen of the Desert* and *Bad Boy Bubby*, and as a world class industry. The South Australian Film Corporation is ensuring that South Australia is marketed within the wider Australian context.

The further \$100 000 is required for project development of pilot projects initiated through bilateral agreements with the Australian Cultural Development Office. Recently I was pleased to be involved in the launch of these projects. Through its cultural industry development program, \$300 000 has already been secured in 1993-94. Further programs are the subject of negotiations, but are subject to confidential commercial consideration. These programs are in the areas of marketing, seeding funds for marketing programs, design development and translation into commercial application, film and video and new technologies, such as multimedia interactives.

Mr CAUDELL: As a supplementary question, are any of those funds for low budget cultural development films?

The Hon. Diana Laidlaw: Yes, two short dramas are currently in post-production at the South Australian Film Corporation, which are being fully financed by the Creative Development Fund. These are *The Unforgiving Weight of Anatomy* by Shane McNeill, producer Joya Stephens; and *Small Fictions* by Jenni Robertson, producer Colin Reck.

In addition, the corporation assisted with the launch of two short films financed in 1993, the documentary *Sprayed Conflict* and the drama *Atavistic Traces*. The South Australian Film Corporation also provided assistance to film makers whose short films have been selected for screening at prominent film festivals in Australia. I also add that, with the transfer of the film programs from the Department for the Arts to the corporation and its establishment of the Film Development Office, the second round of applications for short films including dramas and works employing new technologies was delayed. However, I am advised that some

32 applications were received by the latest creative development fund deadline of 31 August.

Mr CAUDELL: In relation to the Estimates of Receipts and Payments, Program 1: Development of the Arts, and in relation to South Australian Film Corporation, how many films and film productions have been using the facilities at Hendon this year?

The Hon. Diana Laidlaw: I am advised that in the last 12 months studio facilities have been provided for seven feature films, three documentaries, four short films, nine Government films and a number of commercials. Among the more notable projects are *The Battlers*, the mini-series which the member may have seen on Channel 7 some weeks ago which won top ratings throughout Australia in July and which represents a very impressive exit for the South Australian Film Corporation as a production company. *The Life of Harry Dare*, with the filming at Port Adelaide of this production, is a new feature film which is almost completed, with financing from the South Australian Film Corporation, FilmSouth and the Australian Film Commission. *Napoleon* is an extraordinarily wonderful venture. It is in fact the first feature film in Australia that has attracted Japanese funds, so this is a real break-through not only for the South Australian film industry but also Australia at large. The director/producer is Mario Andreacchio. The producer is Michael Bouchier, with financing from Herald Ace in Japan, the film finance corporation. To make this whole thing even more sensational in terms of *Napoleon*—which is about a dog and some galahs—

Mr CUMMINS: That's the Opposition, is it?

The Hon. Diana Laidlaw: That's right, well said! Anyway, whether it is the Opposition or not, what is exciting is that *Napoleon* has been picked up for international distribution by the Samuel Goldwyn company in the United States. So this is two South Australians who have excelled in this regard. *Bad Boy Bubby*, of course, is the other film that has used the studios in the past year.

Mr CAUDELL: Under the Estimates of Receipts and Payments, Program 1: Development of Arts, and again in relation to the South Australian Film Corporation, what is the value to South Australia of the new Film Corporation and its film development programs being funded by the Department for the Arts and Cultural development and the EDA?

The Hon. Diana Laidlaw: This is an important question and I have been provided with the following advice. In straight economic terms, the corporation invested just over \$600 000 in 1993-94 in productions, with a combined budget of \$10 million of which \$7 million was spent in South Australia. That is a ten-fold leverage. With the multiplier effect calculated at the accepted level of 1.7, the additional benefit to South Australia's economy is a further \$12 million, which is great at any time and particularly good at this time. However, film making in its broadest sense provides cultural as well as an economic benefit, and film is truly a cultural industry.

The creative talents of Rolf de Heer are critically acclaimed and he is able to attract substantial overseas investment in this State through his productions. Adelaide director Scott Hicks last week won an Emmy in the United States for his direction of *Submarines—Sharks of Steel*. I have written to Scott. I did so when he was first nominated, congratulating him and recognising his effort to stay in South Australia when he is in demand nationally and internationally. He wrote back a really interesting letter about how difficult it can be at times staying in South Australia as an artist, but his

commitment is to the State and I do applaud him for that, and we welcome his return. That documentary which was made for Discovery Channel was filmed in the United States, Russia, Germany and Latvia. It won the highest ratings ever for a documentary on US television. As the *Advertiser* Weekend Magazine profile on Scott on Saturday 3 September noted:

Film making has become, like warfare, a global business.

It is a lot safer than warfare, and film making does generate economic activity in South Australia as well as place the international spotlight on South Australia as a place of creative excellence which nurtures and exports world-class talent. We need a vibrant industry here, with the technical excellence, creative drive and business acumen to keep Scott Hicks, Rolf de Heer, Mario Andreacchio and others working here as well as abroad and to help encourage a new generation of film makers. That is precisely what the new South Australian Film Corporation and its programs are achieving and it is precisely what we wish them to continue to achieve.

The Hon. M.D. RANN: Further to the State Film and Video Centre, I guess I was concerned about what seemed to be a dismissive attitude towards the collection. It concerns me that something so important to our heritage can be just passed off to the national collection. For instance, one wonders whether you would have the same attitude towards books at the State Library which might be of the greatest cultural significance to the State but which are not being lent all the time. My question is: is the true that only 100 of the collection will be available for loan at the Mortlock Library?

The Hon. Diana Laidlaw: I understand that Mortlock Library does not have borrowing at all.

The Hon. M.D. RANN: One hundred will be located there?

The Hon. Diana Laidlaw: No, 500 to 1 000, I understand, of which there are a number of copies that would be available for lending through the public library system and all would be available for viewing at the library. Copies would be available for the public library system, and I indicated that much of that collection is video, and once copyright and other legal issues are confirmed further copies could be made for borrowing purposes.

The Hon. M.D. RANN: Supplementary to that, what is the estimated cost of making these reproductions?

The Hon. Diana Laidlaw: I will make inquiries and perhaps provide that information later during the discussion tonight.

The Hon. M.D. RANN: In terms of the museums area, and the Maritime Museum, I think the Minister would agree that Port Adelaide is a very important cultural precinct, with an enormous potential tourism benefit to South Australia. I am concerned that the Maritime Museum may still be without a director. Could the Minister please advise progress on that issue?

The Hon. Diana Laidlaw: I have received a recommendation from the History Trust and approved the appointment of Ms Dieuwke Jessop.

The Hon. M.D. RANN: I refer to page 360 of the Program Estimates—the National Gallery of Aboriginal Culture and Tandanya. I was approached last year when Minister of Tourism and the Minister responsible for the EDA for a commitment of funds—not the sole commitment of funds—from the Government for Ngampula. I think \$2 million was talked about, and there was talk of matching funds from other institutions of Government and also from

the private sector. What progress has been made with the development of Ngampula and are joint marketing strategies being devised for Ngampula and Tandanya to ensure that they each maximise visits by local interstate and international tourists?

The Hon. Diana Laidlaw: I strongly endorse the last proposal. I also want Tandanya to do more marketing with the Botanic Gardens and other tourism institutions in general in South Australia. The Government has a commitment to the redevelopment of cultural facilities on North Terrace over the next 10 years. It has made a strong start in that regard with the first three stages of the Art Gallery. It has also determined that \$800 000 will be spent on a feasibility study on the development of a national museum of Aboriginal culture, something which I feel extremely strongly about.

Some 12 years ago, I worked with Murray Hill when he was Minister of the Arts in the Tonkin Government. At that stage, that Government approved the redevelopment of the Museum. Only stage one was built, and the rest was put on hold for 10 years by the honourable member's Government—a reprehensible decision, in my view. At the earliest opportunity I have taken the initiative to start the redevelopment of the Museum. The first focus of that will be the Aboriginal gallery. The budget provision of \$800 000 for a feasibility study must, by anyone's standards, be generous. It will be made available for design and development work for the stage redevelopment of the Museum incorporating the National Gallery of Aboriginal Culture. I have reassured Tandanya, which was concerned that it may not be involved in this initiative, that that is not so. In my view, in South Australia in terms of the arts and Aboriginal heritage one cannot address the Museum or Tandanya in isolation from each other. So I would see much closer links between the two in the future than has been the case.

The Hon. M.D. RANN: I am sure that the Minister would be aware that the Australia Council has indicated that it is looking at providing \$1.25 million over five years to set up a national craft centre and exhibition venue. What is the Government doing in order to ensure that such a centre is established in South Australia, given that the Jam Factory was first and foremost nationally and also we have a strong craft base in this State? By way of clarification, I point out that I have been told by friends in Sydney that they believe that New South Wales has the edge, although I understand there is a strong Melbourne push. Both the Sydney and Melbourne people involved are surprised, given that we have the Jam Factory here, that we are not putting in our oar to ensure that lobbying is done at both the Australia Council in Sydney and also with Federal colleagues to see whether South Australia can be up there. At the moment, it appears that we are not just running third, but that we are not actually in the running. I hope that is not the case.

The Hon. Diana Laidlaw: That is not the case, because I have had discussions with the Jam Factory about this matter. It is certainly putting in a strong bid for these resources. The honourable member must acknowledge that \$1.2 million is not a lot of money to establish a stand-alone museum piece when one also has to take into account recurrent costs. So, we will take those matters into consideration not only in the bid but particularly in discussions with the Australia Council, which have already commenced.

The Hon. M.D. RANN: So there is a South Australian bid.

The Hon. Diana Laidlaw: Yes, and it will be a strong bid, but it will also be a realistic bid—and I have discussed

this with the Jam Factory—in the sense that I would not support a stand-alone new national craft gallery. I would certainly want it—and I understand this is the Jam Factory board's view—to be incorporated in current facilities on the Lion Art Centre site. However, in terms of the honourable member's earlier statement of the Jam Factory being first and foremost in Australia, it is true that it is the only facility of its kind in Australia.

Mr CUMMINS: I refer to page 356 of the Program Estimates and Information, specific targets and objectives for 1994-95. I have been concerned for some time about the lack of fostering of native talent in this State, particularly in relation to music and generally in relation to research, music or whatever regarding the loss of intellectual property rights in this State. Certainly the former Government did not seem to bother to foster native talent or the export of intellectual property whether it be in music or otherwise. What is the current status of contemporary music initiatives?

The Hon. Diana Laidlaw: One of the first steps which I took in the arts portfolio was to advertise for a contemporary music consultant. John Schumann ultimately won that job and has proved to be an excellent appointment. On Monday of this week he hosted, I think at the Empire Hotel, an occasion where musicians from around the State were invited to attend and hear of an initiative that he has been developing for a South Australian music chart of top 10 sales. If this is to be a successful initiative, we must ensure that the distribution of local material is strong and sustainable. That was the basis of the discussion on Monday evening. About 150 South Australian musicians attended, and the atmosphere was absolutely fantastic. They are rearing to go and thrilled to see that the Government is helping them to get recognition for their work in this State and to promote their work interstate. Radio stations in South Australia have been wonderful in their support of this initiative. There have also been discussions with television stations in terms of demonstration video tapes.

We have also announced a consultancy for the development of a directory database detailing all the audio production and post-production infrastructure facilities in South Australia. I expect that this directory will be available to the Government and industry by mid-November. The consultancy of \$20 000 was won by Mr Phil Eastick from about four or five other people who expressed an interest in doing this work. This directory database will be important as a first step towards realising our objective of establishing a world-class sound recording studio in South Australia, where we can attract business to the State and also ensure that South Australian musicians do not have to have the additional expense and inconvenience of having to go interstate to do a lot of their recording, as is the case at present.

Mr CAUDELL: Mr Chairman, what constitutes a quorum? I have noticed that for most of the night the Opposition has wandered in and out of the place. There is only one member left on the Opposition ranks. I understand that the Estimates Committees are here for the Opposition.

The CHAIRMAN: The quorum is four, including me. When I was a member of the Opposition—

The Hon. Diana Laidlaw: You were there all the time: I remember. You have always been diligent and constructive.

Mr CUMMINS: I refer to the Program Estimates and Information which, on page 356 under '1994-95 Specific Targets/Objectives', states:

Facilitate enterprise development programs to assist targeted arts organisations.

Will the Minister explain the main elements of the enterprise development programs?

The Hon. Diana Laidlaw: The enterprise development program aims to maximise the economic returns for cultural industries, and this will be increasingly the thrust of the Government's programs in the arts. It will achieve this by focusing on opportunities for business growth at all levels including marketing and export development and linking with other industry sectors where strategic opportunities exist. Companies from both subsidised and unsubsidised sectors have been targeted for assistance with a range of activities including business planning, the development of marketing plans and export market planning. Assistance has also been given to organisations within the arts and cultural development portfolio area for a range of activities to explore their commercialisation potential and opportunities.

In all cases the companies targeted for business development have been given a preliminary screening to assess their commercial potential. Funding of \$55 000 has been committed in the 1994-95 budget. Financial assistance of \$300 000 for these activities has also been given through the Commonwealth's Cultural Industry Development Program. Support has been obtained from the EDA for several projects. I will ask the CEO for the Department for the Arts and Cultural Development to outline the three programs. She has a very active interest in exploring the potential of the arts in new ways.

Ms Pelz: The first program is the Commonwealth's Industry Development Program. Currently there are eight pilot programs in the State. They comprise a project for the Jam Factory, looking at national-international market development; and another at the Jam Factory which is an interface with the furniture industry developing designs which can be duplicated as multiples and limited editions. There is one with Artlab Australia for national and international market development; and a business development project with Digital Arts, which is a private sector organisation with which the department works closely.

The Adelaide Festival Centre Trust is undergoing an enterprise planning program. There is a media industry data collection program, another marketing exercise with the South Australian film and television network, and a market development program for the Wakefield Press. This totals \$300 000.

The Commonwealth funds are being topped up by funds allocated through the Services Sector Program of the South Australian Centre for Manufacturing. The Department for the Arts and Cultural Development is also allocating further staff resources through the expertise of an Enterprise Development Manager in the implementation of these pilot projects.

The second program is an international business development study where funds of \$25 000 have been allocated by the Economic Development Authority matching the Department for the Arts and Cultural Development commitment to this area. We are undertaking an industry strategy and sector plan to develop international business opportunities where the study will identify each cultural industry sector's competitive position, its market attractiveness and its capacity to contribute to economic growth. This study has commenced and will be completed by the beginning of November.

The Enterprise Development Manager of the Department for the Arts and Cultural Development is again managing this project, together with a team comprising industry representatives and an officer from the Economic Development Authority.

The third program is one of developing strategies for commercialisation. There are several studies to develop commercialisation strategies and business plans currently under way with the financial and information support base of the Enterprise Development Program. The major ones are for the Art Gallery of South Australia and the South Australian Museum, where the potential for further merchandising and the development of commercial opportunities are presently being examined.

Mr CUMMINS: I refer to Estimates of Receipts and Payments 1994-95 (page 128) and the line 'Minor upgrading of various arts facilities'. The previous Government's estimate for this line was \$776 000 for 1993-94 but, in fact, it spent \$135 000—so much for its accountancy methods.

I notice that there is a substantial increase in your estimate, Minister. You have estimated \$2.672 million for this line. That seems to me to be a substantial increase over the actual amount spent by the previous Government, although one can understand why it wanted to spend so little on arts facilities. Can the Minister explain what constitutes the increase in this line?

The Hon. Diana Laidlaw: With respect to the sum voted last year and the actual expenditure, the expenditure was reduced by \$624 000 mainly because of the carry-over of project expenditure for the Birdwood risk management project, the Library State chiller—the CEO will explain about that—and the South Australian Museum north wing entrance. These funds are expected to be spent early in the new financial year. There are substantial additional funds, as the honourable member has noted. As the CEO of the department, Ms Pelz, fought so hard with Treasury for those funds, perhaps she should take the credit for speaking about those funds.

Ms Pelz: If I could mention the State Library chiller first, it has been installed and not paid for. The funds are expected to be spent early in the next financial year. The chiller, whilst it is located at the State Library, provides the air-conditioning for most of the North Terrace institutions.

The Hon. Diana Laidlaw: It is not really exciting, it is just practical.

Ms Pelz: Most of the large increase in the revised funding for 1994-95 relates to the Netley-Bolivar storage, which is a consolidation of storage facilities for the North Terrace institutions and the History Trust.

Membership:

Mr Brindal substituted for Mr Cummins.

The Hon. Diana Laidlaw: I would like to make a correction to a statement I made earlier in relation to the South Australian Maritime Museum. I was asked if the appointment had been made; I indicated that I had approved the appointment of the Director. I apologise and correct the record. What I did approve was the appointment process acknowledging that Miss Jessop is Acting Director at this time. I agree with the member for Ramsay that it has taken a long time to fill this senior position, which was first advertised nationally in December 1993. The History Trust apparently met today to finalise the appointment process in terms of recalling the positions, so I regret the error I made earlier and any embarrassment I might have caused.

Ms HURLEY: I refer to the program description for the Department for the Arts and Cultural Development, page 356, and the broad objective, which is to 'promote access and participation in the arts'. In view of that, I ask about the

South Australian State Opera, which has had a long and proud reputation for producing quality performances. In recent years State Opera has annually taken its product to the people through innovations such as Opera in Park, and these offerings have had significant appeal. What plans does the State Opera have for this financial year, and, in particular, could I suggest a program such as Opera in the Suburbs for those of us who are a bit further out than the Festival Theatre?

The Hon. Diana Laidlaw: I know State Opera produced *Hansel and Gretel*, which had a fantastic season touring 52 schools, and went as far as Roxby Downs with the support of sponsorship from Western Mining. There is now an initiative to film that production because so many schools have requested State Opera to attend their schools, but that is beyond the resources of State Opera at this time. There is a production of Opera in the Park planned for this financial year.

Ms HURLEY: Fremont Park?

The Hon. Diana Laidlaw: How big is Fremont Park?

Ms HURLEY: It is very big.

The Hon. Diana Laidlaw: I do not see why not. I go out to football at Elizabeth Oval. I do not see why others should not go to Fremont Park; whether people further south want to make the journey, I am not sure. At this stage it is planned that Opera in the Park will be held in Elder Park.

Ms HURLEY: At page 357, the City of Adelaide Lending Library line rises by \$170 000. There is an indication that there is a new agreement with the City of Adelaide. When was that agreement signed, and is the Minister prepared to table it in the Legislative Council so that members can see what it contains?

The Hon. Diana Laidlaw: I certainly will when it has been signed. I had a discussion about this with the Chair of the Libraries Board a couple of weeks ago. My recollection is that he said all the issues had been resolved. The Libraries Board was about to sign the agreement but there was some trouble in respect of the Adelaide City Council. The Chair of the Libraries Board was that day to meet with Alderman Jim Crawford and the City Manager. I have not heard the follow-up from that, other than that it is expected that the agreement will be signed in September, so I assume that outstanding issues were resolved at that meeting. I would certainly be happy to table a document when it has been signed and I have received it.

Ms HURLEY: The agreement with local government regarding the State subsidy to public libraries expires in 1995. Has the substance of the new agreement been devised yet, and have negotiations begun on what will be the basic criteria of a new agreement?

The Hon. Diana Laidlaw: Yes, negotiations are in draft form. I have received the following advice from the Director of the State Library:

The State/local Government Agreement encompasses both public library and community information funding. 1994-95 is the last year of the current three year agreement and under the terms of this agreement the new funding arrangement is to be finalised before 31 December 1994 for implementation in 1995-96. Public library and community information funding arrangements form part of the State/Local Government Reform Fund and as such are currently 'on the table' with a number of other diverse issues which are the subject of State/local government cooperation.

The public libraries and community information agreement has seen real reductions in the funding available for services and has resulted in workplace reforms at the central (PLAIN central services) and local library level. Much of this reform has been facilitated by the technology of the PLAIN system. To be negotiated as part of the

new agreement are the issues of funding maintenance to ensure the continuation of relevant service delivery, and provision of ongoing library access to technological developments and upgrade or replacement of the PLAIN system as necessary. After three years of significant down sizing and reform, public libraries and PLAIN central services require funding to be negotiated at maintenance level. The City of Adelaide lending library is the subject of a separate agreement between the Adelaide City Council and State Government. Anomalies in funding and management between this service and other public libraries are being addressed, at least in part.

Ms HURLEY: Within that funding agreement, will the Government insist that its contribution be at least matched by the local government body, as applies now? I am referring to the State subsidy to public libraries.

Additional Departmental Adviser:

Ms F. Awcock, Director, State Library.

Ms Awcock: The current arrangements for subsidy are that the State effectively provides 40 per cent of all funding for public libraries and local councils provide 60 per cent. It is not the subject of an agreement, but how things have turned out. Many years ago there was a 50/50 arrangement between the State and local government, but that has not been the case for about 10 years. It is clear in the details being negotiated now for the new agreement that we will be linking the funding formula for public libraries to the growth in the reform fund. It is quite some time since there was a 50/50 funding. It does not exist anywhere in Australia.

Mrs KOTZ: I refer to page 126 of the Estimates of Receipts and Payments under program 1, development for the arts. In that area is a variation in the provision for grants in 1994-95. Would the Minister explain that variation and has the level of support been maintained in the arts grants?

The Hon. Diana Laidlaw: There was a reduction for grants for the arts of \$483 500 between what was voted and the actual figure in 1993-94. The figure proposed for this year is a further reduction of \$132 500. In respect to the last financial year, the variation was due to the transfer of film funding as of 1 January 1994 to the South Australian Film Corporation, in line with the recommendations of the former Government's South Australian Film Corporation review. It is now shown under the allocations for the South Australian Film Corporation. The amounts in that instance comprised administrative expenses for six months, \$25 000; Film South grant for the half year, \$358 500; and Government film fund half year, \$100 000, making a total of \$483 000. With respect to this financial year and the proposed reduction of \$132 500 from a total budget proposed of \$8.334 million, the amount proposed now includes \$816 000 for the Lion Arts Centre, previously shown separately. The net reductions of \$132 500 results primarily from the transfer of the balance of the film funding to the South Australian Film Corporation and to a saving in grants contingency funds as follows: transfer out of the second half of the film funds, \$483 500; transfer out of the film organisation funding, \$373 000; and a saving from grants contingency funds, \$200 000. There is the additional sum of the Lion Arts Centre now shown under the grants of \$816 000, the contemporary music consultant, \$108 000, giving a reduction of \$132 500.

Mrs KOTZ: There have been recent questions and answers on the area of the transfer of film and videos from the South Australian Film and Video Centre. I refer to page 357, estimates and information, the program for the provision of State library services. Will the Minister inform the

Committee whether there has been an impact with the transfer of film and videos from the centre on services to clients?

The Hon. Diana Laidlaw: I canvassed this matter earlier, but certainly I would like to reinforce the fact that in terms of videos there has been a positive benefit for borrowers. I repeat that 70 per cent of borrowings from the collection were videos. Therefore, the majority of users of the former centre have been beneficiaries of this change.

The closure of the South Australian Film and Video Centre has resulted in 8 000 videos being relocated to PLAIN Central Services, a branch of the State Libraries Division, and approximately 1 000 16 millimetre films with significance to South Australia have been earmarked for addition to the collection at the Mortlock Library.

A major benefit of offering the former South Australian Film and Video Centre films and videos through the State Library Division is the considerably reduced cost to the community of providing this service. The reduced cost this year is \$200 000 and next year it will be \$500 000. When one considers that there has been no interruption to service in terms of borrowings of videos and that there are more outlets—183 outlets compared to two—I think that the Government has in fact excelled in this initiative in respect of videos.

I admit that in terms of films there are some matters to be resolved. However, from the positive responses and expressions of interest that I have received from a number of organisations around the State that are interested in assisting the Government in terms of providing access to the collection, I believe that given a little more time—not much more—this will be sorted out. So, all the dire consequences that have been suggested—as if the world were coming apart because the video centre was to close—will not be realised. Certainly, with videos and generally with film, there will be little change. However, there will be substantial savings and generally better access.

Mr CAUDELL: I refer to page 357 of the Program Estimates, provision for State Library Services and the specific target objectives for 1994-95. I recently had a tour of the State Library conducted by the Director of the library, and I was most impressed with what I saw, including the collection of books on wines, wineries and so on, which I understand is the best in the southern hemisphere. Will the Minister please explain the State Library's 1994-95 target to expand full text documentary delivery systems to remote users in public libraries?

The Hon. Diana Laidlaw: Before I do so, Mr Chairman, I suspect that you have also taken up the invitation from the State Librarian to visit the library. If you have not, I expect you to do so. I wish to applaud publicly the initiative taken by the State Librarian to invite members of Parliament and, I understand, other senior public servants to visit the library to learn about the services and the library's plans for future development. I was so impressed by her initiative that I am in fact progressively arranging for other major arts institutions in this State to extend similar invitations to members and senior public servants so that they can learn more about our collections and the important role that the arts play in South Australia.

In December, I think that the Adelaide Festival Centre Trust will be extending an invitation to members to see behind the scenes and also to go to the workshop at Dry Creek, which I think at that time will have *Miss Saigon* in construction. The workshops of the Adelaide Festival Centre Trust are acknowledged to be, if not the best, then on a par

with the best in the world. So I hope that members will not miss that opportunity.

The Film Corporation is equally prepared to be involved in this program in terms of informing members. I suppose it is a variation of the member for Ramsey's 10 days in the private sector. We want to help inform members of Parliament a little more about what we do in the arts and why and how the arts can contribute much more strongly to the economic development as well as the cultural life of this State.

The specific answer to the honourable member's question is that the State Library's strategic plan contains a stated aim of becoming a library without walls—which is a fantastic aim—offering maximum access to its collections by other libraries from a distance. The target for 1994-95 is not only to provide access to the State Library to search for sources of information but to deliver the full text of the information as quickly as possible direct to local public libraries.

This enables public libraries and their users anywhere in the State to extend the range of reference services available to their clients and affords the clients access to such resources. Technology in libraries is in a state of transition, but currently existing factors are allowing improvements to full text document delivery services to remote sites. These factors include the availability of fax machines in public libraries or local councils across the State, combined with greater access to the State Library through the Public Libraries Automated Information Network (PLAIN) or the South Australian Library Information Network (SALINET). New commercially produced electronic databases are being implemented at the State Library with funds from the Libraries Board, and new services are being offered through the Australian Academic Research Network and the international network Internet to provide fast delivery by fax.

During the past three financial years the Libraries Board has provided from trust funds \$320 000, which includes this 1994-95 allocation, for the purchase and implementation of network databases during this transitional period between traditional hard copy resources and those available electronically. This has enabled the library to introduce the provision of information in electronic formats, meeting the needs of those clients who are already skilled in using computer systems and who now expect that a large research and information library such as the State Library will have access to electronic information resources.

During this transition period from hard cover to electronically delivered information, the library requires its hard copy resources to meet the needs of clients who still expect information in traditional formats, and while the new electronic resources are undergoing a settling down phase. The State Library's document delivery service provides copies of articles held in the State Library to public libraries at nominal cost through a scheme operated by the Chief Librarians Association of South Australia (CLASA). The target for expanded services this year is expected to result in a much higher use of this service with a greater range of materials available.

The State Library has also been experimenting with making indices and abstracts available to offsite users, and also has subscribed to general periodicals and business periodicals on disk provided by an international company. In fact, I understand that the State Library has won national awards for its work in this field. There have also been many other indices that are now available in online catalogue, and a number of the new databases emanate from the United

States. In addition to its own databases and collections, the State Library has joined a scheme called Carl Uncover, which is an online fast track document delivery service based in the United States.

So, the State Library on North Terrace is becoming very international as well as providing services from the United States with databases from there out to Roxby Downs, Coober Pedy, Marla and Ceduna. It is just fantastic, but I will ask Ms Awcock to elaborate.

Ms Awcock: The award to which the Minister referred was for the effective implementation of the State Library's computer system, SALINET. We were one of two cultural institutions in Australia that won a national award, the other being the Powerhouse Museum in Sydney. This is because we have been able to demonstrate effectively that the system that has been installed over the past two to three years has enabled us to make all sorts of fantastic things happen. So, we are proceeding to link people into the global networks, and what the Minister was saying before is an indication that, even though the State Library is bounded by four walls on North Terrace, the access it provides to the world's international information resources is available to anyone through their public library, through their home or office, and every day more and more people are actually dialling into the State Library services from distant places.

The Hon. Diana Laidlaw: The taskforce report that was referred to earlier tonight refers at length to new technologies in the arts and perhaps briefly the State Librarian could refer to Bizline and the work there in terms of new technologies.

Ms Awcock: The Bizline service is the State Library's commercial information service for business and industry or for private individuals who choose to take a fast track service, who want information more speedily, or who want to use database activity and on-line searches to a much greater extent than the normal service would provide. The State Library's goal is to achieve 30 per cent of its resources from non-government funds by the year 2020, so on the current rate it is going to take us 30 years to get there. But Bizline is the key to part of that economic input, and we have created a permanent position in the State Library structure, so that we have one person dedicated solely to the provision of the service, and every year there is a growing number of businesses in South Australia actually taking advantage of it, and some outside of South Australia as well. So we are delighted with the progress of the service, and every indication is that it will continue to grow, because the demand is untapped and a reasonable amount of promotion has gone into gaining new target markets for that service.

The Hon. M.D. RANN: While on the subject of libraries, the Minister made a great deal before the election that a Liberal Government, if elected, would maintain the State Library being open on evenings, every evening. Can she assure us that the State Library will not have to be closed one night per week?

The Hon. Diana Laidlaw: Regrettably I never had an opportunity to say, as the honourable member suggests, that the State Library would be open every night of the week. The commitment I made at a public meeting on 23 May 1993 was that a Liberal Government would promise that the library would be open in the evenings for four nights per week. At that stage the library hours had been cut to 56.5 hours per week. On that same occasion the then Minister, Ms Levy, promised five nights per week. The situation is that, under Labor, the library hours had fallen to 56.5 from 67 hours per week. They were increased just before the election, I recall,

to 62.5 hours per week. Funding decisions that I have had to implement and ask the State Library for its cooperation have meant that the State Library board recommended with reluctance and I accepted with equal reluctance in the circumstances that the library would close at 5 p.m. on Thursdays.

The Hon. M.D. RANN: Has this been announced publicly before tonight?

The Hon. Diana Laidlaw: Yes, it has been announced publicly and it has been circulated in the library. Nothing has been hidden. There have been press advertisements. In truth, you do not really want to advertise such a fact, but of course we have to in terms of the access hours.

There has been a cut of three hours from the hours that Labor reintroduced prior to the election. On Thursday evenings, on average, approximately 60 people use the library. I say to those people and to the library staff that I regret that this decision has had to be made. When times are more buoyant the library will benefit.

The Hon. M.D. RANN: On the question of the report that the Minister received on the structure and operation of the Adelaide Festival, we would all be concerned if the traditional arm's length role from the Minister is denied. I am aware that it has been recommended that the Minister adopt an Adelaide Convention Centre model. It seems to me that for many people who are interested in the Festival there is considerable disquiet in this town and interstate about a range of things. Of course, there were the Writers' Week changes. Paragraph 4 of the report states:

In effect, the Adelaide Festival will become a branch of the Department for the Arts and Cultural Development under the Minister for the Arts.

I think that really gives the game away. It also states:

The Minister would have no direct involvement with the artistic program or financial decisions.

I am concerned about the growing political influence in terms of the Festival. I would also like to know when the Chair of the Festival will be chosen and when the committee to choose the board will be announced, let alone the actual board. The Festival still seems to be rudderless, and has been so for some months.

The Hon. Diana Laidlaw: The selection panel has been well and truly appointed. It met yesterday and today to recommend to me nominations for the board.

The Hon. M.D. RANN: Who is on that committee?

The Hon. Diana Laidlaw: It is chaired by Mr Ross Adler. There are three members from the commercial community and three from the arts community. The three members from the commercial community are Mr Leon Holmes, a former representative of Shell in South Australia; Lyn Whicker, of Public Relations at the Terrace Intercontinental Hotel; and John Potter, who heads the Sturt-Norwood bid for the AFL but who before that was with the AMP in South Australia. Judith McCann of the Film Corporation, Kerry Comerford and Ken Lloyd were the three arts representatives.

I asked a number of people to participate in this. The fact that it required two full days work precluded a number of people, as did the need to change the date for the interview. I would like to thank all who were involved in the selection committee for their time and enthusiasm and all who indicated a wish to participate. The selection will come to me on Monday, and thereafter the names referred to me plus my nomination for Chair will go to Cabinet.

With regard to this arm's length responsibility of the Minister to the arts, it is something about which I am very conscious. I got a shock when I saw the review report and the reference to 'branch' of the department. I personally did not like that reference at all. That is why we have this selection process: so that I am not directly appointing people to the new board.

The new articles of association, which I have seen, will directly state that I or future Ministers do not interfere in artistic decision-making and that all responsibility is delegated. I am not sure that I can go to greater lengths. I am not sure, when the honourable member was Minister of Tourism and in terms of the Convention Centre, whether or not he interfered; but I certainly do not intend to do so in terms of the Festival. Perhaps he is worried about me and the Festival because he interfered at the Convention Centre. I am not sure.

The Hon. M.D. RANN: Oh dear, goodness gracious. It must be late at night. I would say that the Minister is not coping. These are legitimate questions which the arts community is asking.

The Hon. Diana Laidlaw: I know, and that is why I answered—

The Hon. M.D. RANN: This is not me. The report states:

In effect, the Adelaide Festival will become a branch of the Department for the Arts and Cultural Development under the Minister for the Arts.

That is you. Okay?

The Hon. Diana Laidlaw: And that's what I have said. What I have said in answer is that the articles of association, which define—

The Hon. M.D. RANN: Let's not have the smart alec responses. You were asked a question.

The CHAIRMAN: The honourable member asked a question: he gets an answer.

The Hon. Diana Laidlaw: You just didn't like the response.

The Hon. M.D. RANN: And you get another question, because I am entitled to one before we run out of time.

The Hon. Diana Laidlaw: The honourable member just didn't like the response.

The Hon. M.D. RANN: On the question of WOMAD—

The Hon. Diana Laidlaw: Mr Chairman, I could not make it clearer, in terms of defining the working relationship, than in the articles of association. I did not write the report in terms of the review. I have indicated that I did not like the reference to 'branch'. Anybody—the CEO, the head of the task force or others who spoke to me about this—would be able to confirm that. So, my first opportunity to establish a working relationship is in the articles of association, which will establish the new board. There it is clearly delegated, at my request, that in relation to artistic policy I or future Ministers will not interfere. In fact, I might say, if the honourable member is getting snitchy at this stage of the night, that a lot of people do not worry about my interfering or my integrity but they worry about future Ministers interfering. So it is a safeguard with regard to future Ministers. In terms of delegated responsibility, that is clearly defined at my request.

The Hon. M.D. RANN: Several years ago WOMAD got support from both the Minister for the Arts and me as Minister of Tourism and Minister for State Services in terms of underwriting. I know that you recently announced that there would be a special allocation through the tourism budget to support the event. What is being done to support WOMAD out of the arts budget? Do you envisage WOMAD

continuing on as an alternative year to the Festival? Do you now rule out the Festival becoming an annual event? And do you support the concept of a film week run along similar lines to Writers' Week?

The Hon. Diana Laidlaw: In terms of the film week, the decision is ultimately up to the Artistic Director of the day. I indicated publicly in response to an earlier question by the honourable member on this subject that I was open to any suggestions that would help to make the Festival stronger, and I said that I would forward all suggestions to the Artistic Director. I have had a number of representations since from film festival people who want no part of their being confused with the Festival; they want their own stand-alone festival. So, that matter has to be taken into account as well.

In terms of WOMAD, \$250 000 will be provided this year through special tourism funds; there is a \$400 000 guarantee against loss in terms of underwriting—

The Hon. M.D. RANN: By whom: the Arts Department?

The Hon. Diana Laidlaw: No, by Tourism.

The Hon. M.D. RANN: How much from Arts?

The Hon. Diana Laidlaw: They have only sought \$650 000. All the funding that has been sought by Rob Brookman and the Festival Centre has been provided at this stage through Tourism.

That will not necessarily be the funding arrangement in the future, but because additional funds were found for tourism toward the last of the budget process deliberations that was the most effective way to deal with this matter quickly. As I say, I do not believe it will be the funding arrangement for the future. In terms of the Festival being held in alternate years, that has been the Cabinet view that I have stated. The question relating to an annual event, was that in terms of Writers' Week or the Festival?

The Hon. M.D. RANN: The Festival.

The Hon. Diana Laidlaw: To be quite honest, I do not rule out anything in the arts at any time. For the foreseeable future, I definitely believe that alternate years is the best for South Australia, and that will be the case for the next few years, at least while this Government is the Government.

The CHAIRMAN: I declare the examination of the vote completed.

ADJOURNMENT

At 10.2 p.m. the Committee adjourned until Tuesday 20 September at 11 a.m.