

**HOUSE OF ASSEMBLY****Thursday 24 June 1999****ESTIMATES COMMITTEE B****Chairman:**

Mr I.H. Venning

**Members:**

The Hon. R.B. Such

Mr M.J. Atkinson

Mrs R.K. Geraghty

Mr T. Koutsantonis

Mr R.J. McEwen

Mrs E.M. Penfold

*The Committee met at 11 a.m.*


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Department for Transport, Urban Planning and the Arts, \$324 015 000  
 Administered Items for Transport, Urban Planning and the Arts, \$977 000  
 Minister for Transport and Urban Planning, Minister for the Arts and Minister for the Status of Women—Other Items, \$4 180 000

**Witness:**

The Hon. Diana Laidlaw, Minister for Transport and Urban Planning, Minister for the Arts and Minister for the Status of Women.

**Departmental Advisers:**

Mr R. Payze, Chief Executive Officer.

Mr T. Argent, Executive Director.

Mr R. Frisby, Manager, Registrar of Motor Vehicles.

Mr A. Francis, Accountant.

Mr C. McSporran, Budget Officer.

**The CHAIRMAN:** Welcome to Estimates Committee B. As all members would be aware, the Committee hearings are relatively informal and as such there is no need to rise when asking or answering questions. The Committee will determine the approximate time for consideration of proposed payments to facilitate the changeover of departmental advisers. I ask the Minister and the Opposition spokesperson whether they have agreed on a timetable for today's proceedings and, if so, I would ask the Minister to advise the Committee on that timetable.

Changes to the composition of the Committee will be notified as they occur. Members should ensure that they have provided the Chair with a completed request to be discharged form. 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 submitted no later than Friday 9 July to the Clerk of the House of Assembly.

I propose to allow the Minister and the lead speaker for the Opposition time to make opening statements, if desired, of about 10 minutes but no longer than 15 minutes. There will be a flexible approach in relation to giving the call for the asking of questions, based on three questions per member,

alternating sides. Members may also be allowed to ask a brief supplementary question to conclude a line of questioning, but I stress that supplementary questions will be the exception rather than the rule. Statements of 30 to 40 seconds will be permitted.

Subject to the convenience of the Committee, members outside the Committee who desire to ask questions on a line of questioning currently being undertaken by the Committee will be permitted to do so once the line of questioning on an item has been exhausted by other members of the Committee. An indication to the Chair in advance from the member outside the Committee wishing to ask a question is necessary.

Questions must be based on lines of expenditure as revealed in the Estimates Statements; therefore, it would be helpful if reference be made to other documents, including Portfolio Statements. Questions not asked at the end of the day may be placed on the next sitting day's House of Assembly Notice Paper.

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 of Assembly; that is, that it is purely statistical and limited to one page in length. All questions are to be directed to the Minister through the Chair, not to the Minister's advisers. The Minister may refer questions to her advisers for a response if she so desires. I also advise that for the purposes of the Committee some freedom will be allowed for television coverage by allowing a short period of filming from the northern gallery of this Chamber.

Before commencing I suggest an afternoon and evening tea break around 3.45 p.m. and 9 p.m. respectively for approximately 15 minutes. I now invite the Minister to detail any agreed program, introduce her advisers and make a brief opening statement if she desires.

**The Hon. Diana Laidlaw:** Thank you, Mr Chairman. I understood that a time frame had been provided to your officers. It is proposed with the agreement of the Opposition that Transport SA will be the first item between 11 a.m. and 1 p.m. and then Passenger Transport Board, TransAdelaide, Planning SA, Arts and the Office of the Status of Women. I will provide a copy of that. I have a brief opening statement.

This is the second year that the budget has been presented in accrual output format. The accrual budget for Transport SA for 1999-2000 amounts to \$501.9 million comprising cash items of \$401.1 million and accrued items such as depreciation of assets, superannuation and long service leave liabilities of \$100.8 million. The benefits of expenditure on road construction and maintenance are well documented, with every \$1 million spent generating about 60 jobs. Next financial year road investments in the metropolitan area include:

- \$34 million to commence Stage 2 of the Southern Expressway from Reynella to Old Noarlunga. This is a 12 kilometre project, to be completed over two years;

- \$3.5 million to advance the Adelaide Better Roads project, which initially includes improvements to Portrush Road between Greenhill and Magill Roads and the Inner City Ring Route; and

- a further \$2.5 million to upgrade what is known as the 'Adelaide Airport Gateway' on Burbridge Road between South Road and Brooker Terrace.

In rural areas, road investments include:

- further work to seal the roads from Kimba to Cleve, Lock to Elliston, Hawker to Ororoo, Snowtown to Magpie Corner and the Brinkworth to Blyth Road as part of a \$75 million program over 10 years to seal all rural arterial roads in council areas in South Australia by the year 2004;
- a further \$2.25 million for each of two years towards the sealing of the realigned Gomersal Road as part of the Barossa Road Strategy;
- \$6.25 million for the construction of a bridge to Hindmarsh Island;
- \$4 million to continue sealing the South Coast Road on Kangaroo Island; and
- \$2.95 million to upgrade important tourist roads in the Flinders Ranges to an all weather standard.

The 1999-2000 budget incorporates \$65 million of Federal funds for road construction and maintenance of the National Highway system, including:

- \$28.4 million to complete the Adelaide to Crafers Highway and the tunnel project;
- widening of 15 kilometres of the Eyre Highway between Lincoln Gap and Ceduna; and
- completion of an additional two overtaking lanes on the Dukes Highway.

Road safety will continue to be an important thrust of Transport SA's efforts over the coming year, with increased funding committed to community road safety and the replacement over two years of all school zones on arterial roads with pedestrian actuated, koala or emu crossings. In terms of each class of output to be delivered by Transport SA in the year 1999-2000, the highlights are as follows:

1. Policy Development and Advice

Road network strategies for metropolitan Adelaide, asset management strategies generally and the establishment of a rail freight market development group.

2. Regulatory Services

Subject to parliamentary consideration, the implementation of national road rules from 1 December 1999, plus improved processes for issuing over-mass or over-dimensional permits and the expansion of alternative compliance regimes.

3. Maintenance of the transport system

The completion of all road safety audits of the national highway system and the issue of new road maintenance contracts.

4. Operation of transport system

Further efforts to promote the safe integration of all transport modes, including cycling and pedestrian use of the road network, plus extension of the route numbering system across the rural arterial network.

5. Information services

The trial of a mobile office concept in rural and regional areas as a means of providing better and easier access to the agency's information services, and there will also be increased public awareness of safe recreational boating practices.

Overall, the number of employees within Transport SA was 1 333 at March 1999 and it is anticipated that employment will be maintained at this level during 1999-2000. As well, Transport SA will be engaging 15 young trainees.

**Mr ATKINSON:** A document released by the Government to the media about the emergency services levy states:

It will now be collected by both Transport SA and Revenue SA at a total cost of \$9.7 million in 1999-2000. A range of payment options will be available that may not presently be available through insurers or local government.

What is the fee charged by Transport SA to collect the emergency services levy, and can the Minister provide a break-down of these costs?

**The Hon. Diana Laidlaw:** I am advised that it is based on a cost recovery regime, but I will have to obtain figures on that. Transport SA now provides credit and Internet facilities—and it has done so over the past year—so there will be options that would not normally have been available. Also, people can pay over the telephone, charging their credit cards, or they can use EFTPOS.

**Mr ATKINSON:** Are these payment options?

**The Hon. Diana Laidlaw:** That is right.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** If you go into any registration office you can pay by EFTPOS if you have the money in your account, Tom.

**Mr ATKINSON:** Can the Minister clarify the levy paid by public transport vehicles, such as buses, in the new regime? We are also interested in how vintage cars will be treated.

**The Hon. Diana Laidlaw:** I will ask the registrar to answer the question about vintage cars.

**Mr Frisby:** With respect to the emergency services levy, basically there is a very small number of exemptions. It applies to all passenger vehicles on the road, including vehicles in the vintage vehicle category. The argument is that because they have limited access to the road network—as they may only use those vehicles for up to 90 journeys per year—the levy should not be the same as that applied to other vehicles. However, obviously when those vehicles are used there is the potential, and it applies to all categories. There are many categories of vehicle where one could argue that their access to the road network is limited; however, ultimately it was decided to apply it to all vehicles but with a very small number of exemptions.

**The Hon. Diana Laidlaw:** In terms of buses and omnibuses I will get that figure, if I can, from the Executive Director of the Passenger Transport Board, because it would be considered as part of the contract price for the future. We will have questions on those estimates later.

**Mr ATKINSON:** I refer the Minister to her budget press release claiming that \$263 million in State funds will be spent on State roads in 1999-2000. The Minister openly reveals that \$61.96 million in Federal funding is not included in this figure. Will the Minister detail how this figure of \$263 million is calculated; that is, how is the figure made up? Does this figure represent the actual roadworks, or does it include other items and on costs such as human resources and PR?

**The Hon. Diana Laidlaw:** It certainly includes all the construction and maintenance. I outlined some of those major items in my opening statement, for both metropolitan and rural roads, and it includes other road-related responsibilities.

**Mr Atkinson:** Such as PR and human resources?

**The Hon. Diana Laidlaw:** Well, we do not have to do much public relations, because the roadworks themselves do that for us. So, it is a minute expenditure. There is Arndrae Luks, who does this for free on the ABC—5AN—and me; and I come for nothing, essentially, in terms of PR.

**The Hon. R.B. SUCH:** First, Minister, I acknowledge the good work that you are doing as Minister and also—

**The Hon. Diana Laidlaw:** In public relations, too.

**The Hon. R.B. SUCH:** That is why you do not need public relations. I also acknowledge the positive support from

both your ministerial staff and departmental staff. The former Minister, Frank Blevins, said that when he was Minister for Transport I used to write six letters a day to him.

**The Hon. Diana Laidlaw:** You must have got some road funding.

**The Hon. R.B. SUCH:** That was a slight exaggeration, but I am not much below that in writing to you, and I thank you for your prompt responses. My first question relates to the budget and to your opening statement. Will you outline some of the major components of the budget and, in particular, highlight some of the contribution from the Federal Government?

**The Hon. Diana Laidlaw:** Yes, I will, because under the accrual accounting system it is certainly not straightforward to understand the components of the budget. In terms of operating expenses there is \$19.3 million for buses, maintenance of the bus fleet and the depots; marine, approximately \$12 million; and national highway, \$18 million. There is a police services payment of \$14.7 million. For our State-funded responsibilities there is \$168.2 million, with a total operating expenditure of \$236.9 million. We have a capital works program for the purchase of new buses of \$16.3 million; marine activities, \$3.595 million; and national highways, \$43.8 million.

That is down from last year because of the Adelaide-Crafers Road coming to a conclusion, hopefully four months ahead of time in December this year. The black spots program, also funded by the Federal Government, is \$3 million, and State investing expenditure is \$80.9 million, making total investing expenditure of \$147.747 million. We then have financing expenditures and dividends accounting for \$16.356 million and depreciation of \$100.823 million, making a total expenditure of \$501.858 million.

**The Hon. R.B. SUCH:** I refer to the Adelaide Better Roads project. Will the Minister outline what the project is about, and will she indicate some of the options that may be considered for what is now called Britannia roundabout but which may have a name change if we become a republic? Will the Minister outline what the Adelaide Better Roads project is about and the options for upgrading that roundabout?

**The Hon. Diana Laidlaw:** We are in a public consultation process on the roundabout and have been actively engaging the community with various ideas. The only thing that has not come forward as a proposal for the roundabout is a name change. You are an imaginative member.

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** Perhaps John Singleton suggested 'Bradman'—I am not sure. Perhaps people would feel more kindly towards the roundabout if there was a name change. In the meantime, we plan major work on this roundabout. With Gepps Cross, which is a Federal responsibility—and the Federal Government did outline millions of dollars in the last Federal budget for upgrade of that roundabout—the Britannia corner is probably the most notorious in the Adelaide metropolitan area and is a major part of our responsibilities in terms of the Adelaide Better Roads project.

We recently engaged the University of South Australia at The Levels campus to help us model options. These are almost real time options because, with various high-tech cameras, at any time of the day and night we can look at the vehicles that are approaching the roundabout, see where the pressure points are, see those who want to turn left, right or go forward, and see bus, truck and cycle movements and the like. Four models on this high-tech equipment have been

produced to date: the current configuration; the fully signalised intersection; a partially signalised intersection; and, a dual roundabout intersection. Further work will be undertaken on an underpass and overpass.

A major part of the Adelaide Better Roads project is this complex issue of the Britannia roundabout. There are also very important components in terms of the Portrush Road upgrade between Magill and Kensington Roads, which is a nightmare at times.

**Mr ATKINSON:** Hear, hear!

**The Hon. Diana Laidlaw:** I am pleased that I have received support for that initiative from the honourable member.

**Mr ATKINSON:** I am right behind you.

**The Hon. Diana Laidlaw:** I think you will always stay behind, too. It is an important initiative and will be federally funded. In terms of State funds, we will be looking at the inner ring route, as I mentioned before. Of importance in the way we approach the Adelaide Better Roads project is to make sure that it is not simply addressed from a motor vehicle or heavy vehicle perspective. We are looking at local amenity.

The member for Spence mentioned Ovingham. He is quite right: we are involving residents, councils and others in looking at how transport issues should be addressed from a local amenity perspective and taking in the needs of cyclists and pedestrians. People love to use their car and we need commercial vehicle transport to get goods from the place of manufacture to shops or interstate for export. There are more people in Adelaide living in residences along arterial roads than there are in the other major capital cities, particularly on the east coast. So, we must be particularly sensitive to the needs of the local community and residents.

**Mrs GERAGHTY:** And schools.

**The Hon. Diana Laidlaw:** Yes, and the needs of schools that are located in those areas. So, it is a complex task to address all those needs, and we are seeking to do that. This approach has not been undertaken in the past other than for Cross Road, where we did it for the first time. I think everyone would agree that the result achieved in respect of Cross Road is outstanding. That is the level of consultation and investment that we want to undertake as part of the Better Roads project.

The member for Spence might be interested in the following: construction in respect of Torrens Road is tentatively scheduled under the Better Roads project for November 1999 to June 2000. In respect of Robe Terrace, there will be a public display of agreed schemes with design, service relocation and contract documentation to take place. I have mentioned the Britannia roundabout and Glen Osmond Road. The master plan for the Gateway to Adelaide project is being developed, and I have also made reference to Portrush Road.

**The Hon. R.B. SUCH:** It would be helpful if motorists used their indicators as they approach a roundabout. I know that many people do not. It is sometimes said that Australians use their indicators to show where they have been rather than where they are going. I turn now to the Southern Expressway, which is an important initiative of the Government. Will the Minister say why the cost now will be higher than the original estimate for stage 2?

**The Hon. Diana Laidlaw:** Initially, the Government considered that, according to January 1996 prices, the project would cost \$120 million. The submission to the Public Works Committee in May 1996 included a cost estimate for stage 1

of \$61 million and for stage 2 of \$59 million. At that time, we indicated that these were planning cost estimates, typically in the order of accuracy of 20 per cent, giving an upper limit for the project cost of both stages of \$144 million.

We indicated in May 1996 that there was the potential for both stages to cost as much as \$144 million, but we were working on the basis that the cost would be \$120 million. Stage 1 was completed in December 1997 on schedule and within the budget of \$61 million which had been allocated, and that included the cost of land acquisition.

The current project estimate for stage 2 is \$76.5 million, and that allows for escalation due to CPI through to the completion of the project and includes revenue from the resale of land at the completion of the project after we rationalise some of the excess land parcels.

So, based on the actual cost of completing stage 1, I indicate that the initial estimate was \$59 million but that the current estimate is \$76.5 million for stage 2. The completion cost for both stages is estimated to be \$137.5 million, and this falls within the upper limit of \$144 million of which we advised the Public Works Committee and alerted Cabinet back in January 1996.

**Mr ATKINSON:** Can you outline the procedures used by your office and department in processing freedom of information applications and responses?

**The Hon. Diana Laidlaw:** The normal process. That is what I follow.

**Mr ATKINSON:** What is it?

**The Hon. Diana Laidlaw:** If an application is received by the department, there is an officer who deals with it according to the procedures laid down in the Act and administratively, across Government. If it comes to my office I am advised, and the information is sought and processed.

**Mr ATKINSON:** That is all there is to it?

**The Hon. Diana Laidlaw:** We may seek some legal advice on it. It depends on the nature of the request.

**Mr ATKINSON:** I am advised, and would the Minister confirm, that all freedom of information requests and responses addressed to her department and to the Minister are forwarded to the Premier's office for consideration before the release of any information? If that is so, will the Minister explain why?

**The Hon. Diana Laidlaw:** I have no idea. I have just recently done one for the Hon. Ms Pickles. That was addressed to my office. I do not think that went to the Premier's office.

*Members interjecting:*

**The CHAIRMAN:** Order! The member for Spence has the call.

**The Hon. Diana Laidlaw:** If it is relevant to the Premier, and if the information is important across Government, it would probably go there for assessment as to its implications across Government. Mr Payze says an application forwarded to the department would not go to the Premier.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order! The member for Spence has the call.

**The Hon. Diana Laidlaw:** The interjection is that he is not informed. I have certainly not informed him of applications that have come to my office, whether it be Transport or the Arts. There may be occasions when it is wise and prudent to do so. I would have thought that a Government of any persuasion, and any Minister who was responsible, would involve the Premier if it was thought wise to do so.

**Mr ATKINSON:** Earlier this year the media reported on a request by the Minister's office to her department for the provision of data on an electorate basis. As we know, electorates change every four years in accordance with the recommendation of the Electoral Districts Boundaries Commission, so they are transient boundaries. For what purpose is material collected on an electorate basis, and can the Minister outline the procedures whereby she gathers this information?

**The Hon. Diana Laidlaw:** Government is responsible for spending public funds, and will always do so.

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** Those possibilities are there, but I thought members of Parliament would like to know what public funds are being spent in their electorate.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** I can. I have all the information if you want it. I understand that—

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order! The member for Spence has the call.

**The Hon. Diana Laidlaw:** If you want it, you can have it. I understand that, in terms of the FOI request, the information has been forwarded to the shadow Minister.

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** No, I have always collected for all electorates. If you look at the roads funding that I have just mentioned, other than I suspect the Southern Expressway and the rural electorates where there are not many, the money is well spent across the metropolitan area irrespective of electorate. I am not sure what the honourable member is suggesting.

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** Well, I do.

**Mr ATKINSON:** What is the cost of undertaking such an exercise? Given the enormous pressure on resources and the cuts to Government services, does the Minister consider this Party political collection of information an appropriate focus of activity for a Government agency?

**The Hon. Diana Laidlaw:** I have never just asked for Liberal Party electorates and I would not do that to the department. It is simply a matter of the department being asked to tick and cross whether it is in the electorate. I should think it would be a pretty easy exercise and of little cost, because all the material is available.

**Mr ATKINSON:** Could the Minister get back to us on the cost?

**The Hon. Diana Laidlaw:** I would not have thought that there was any cost, but I can. There is no measurable cost according to Transport SA. Although Mr Argent was not head of the department during the time of the Labor Government, my understanding is that the practice is no different from that which the Labor Party undertook earlier. I know that when Anne Levy was Minister for the Arts she asked people to fill in their electorate on the application forms. In the Labor Party days when Anne Levy was Minister for the Arts she asked people to nominate their electorates before it was even assessed. At that time I never questioned what she was doing with that information, but I understand that, because there was such uproar in the Arts, she quickly decided that it was unwise to continue that practice. In terms of electorate information, it is public funds and I think it is a responsible practice to inform members if they wish.

**Mrs PENFOLD:** In terms of the Government's 10 year plan to seal all rural arterial roads by the year 2004, what is

the current status of the program and what work will be undertaken in the years 1999-2000, particularly in relation to Eyre Peninsula?

**The Hon. Diana Laidlaw:** Particularly in your electorate—well, it is appropriate following the previous questions. The Government is committed to a \$75 million program to seal 430 kilometres of unsealed rural arterial roads within the incorporated areas of South Australia. The program commenced in 1994-95 and is scheduled to be completed in 2003-4. There are 15 roads in the program: five have been completed; six are currently under construction; and four are to commence in future years. By the end of June 1999, approximately 180 kilometres of road will have been sealed.

I mentioned in my opening statement that in this coming financial year \$5.4 million will be available for sealing of the roads from Kimba to Cleve, Brinkworth to Blyth, and Snowtown to Magpie Corner. So those roads will be completed. Roads in progress which will be completed beyond next financial year are Elliston to Lock, Hawker to Orroroo, Booleroo Centre to Jamestown and Burra to Eudunda. Roads to commence in future years are Morgan to Blanchetown, Swan Reach to Purnong, Purnong to Murray Bridge and Lucindale to Mount Burr. Perhaps for convenience sake, in terms of all the roads, Mr Chairman, I will insert in *Hansard* a table listing the names of the roads, the road length and the status in terms of completion or work in progress.

Road Name	Length Sealed	
	Km	Status
Spalding-Burra	6.8	Completed
Burra-Morgan	61.4	Completed
Port Wakefield-Auburn	4.3	Completed
Morgan-Blanchetown (north)	10.0	Completed
Morgan-Bow Hill	5.5	Completed
Lucindale-Mt Burr (north)	5.0	Completed
Snowtown-Magpie Corner	15.0	Completed
Brinkworth-Blyth	2.5	Commenced
Booleroo-Jamestown	0.0	Recently commenced— no seal yet
Burra-Eudunda	0.0	Recently commenced— no seal yet
Kimba-Cleve	36.0	Commenced
Elliston-Lock	24.0	Commenced
Hawker-Orroroo	29.0	Commenced
Bow Hill-Walker Flat	0.0	Not commenced
Morgan-Blanchetown	0.0	Not commenced
Swan Reach-Purnong	0.0	Not commenced
Lucindale-Mt Burr (south)	0.0	Not commenced
Total Sealed Length	199.5	

*An honourable member interjecting:*

**The Hon. Diana Laidlaw:** Because the Government or Independent members happen to hold these rural seats, none of them are in Labor Party seats.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** No, the rural arterial roads—

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** No, that is a Far North road. It is in council areas, and most of Giles outside of Whyalla is not in a council area—it is unincorporated. We have a very big investment program for Far North roads, but this is in incorporated or council areas.

**Mrs PENFOLD:** What initiatives are being considered by Government to improve the operation of B-doubles within the State? I am particularly interested, of course, in the problems in Port Lincoln.

**The Hon. Diana Laidlaw:** To assist operators Transport SA has been developing a new permits computer system, and this will improve the processing of B-double permit approv-

als. Transport SA is speeding up the process of issuing permits when council approval is required to access local roads by acknowledging council's advice without further route assessment. This process change is certainly welcome because, in the past, seeking council's advice on every route with respect to every permit was a time consuming process. A number of northern metropolitan council areas—Port Adelaide Enfield, Charles Sturt, Playford, Salisbury and Tea Tree Gully—have nominated a network of B-double access routes in their respective council areas. By the end of next month, these routes will be included in the *Government Gazette* notice for medium combination vehicles.

In the meantime, Transport SA has established standards and administrative procedures for the administration of roads for access by B-double and road trains, and these standards have been written in a manner that will allow use by parties external to Transport SA. Again this is an important initiative because it will mean that there is a possibility to reduce the time and involvement of Transport SA in assessing the routes prior to the issue of the permit.

Transport SA has established an Internet site which provides industry with on-line access to gazetted B-double routes, and again that is a great advance. We are developing a dynamic Internet mapping system (DIMS) which will provide transport operators with on-line, up-to-date details of all approved B-double routes and which will eliminate the need for individual permits altogether. That is the biggest breakthrough of all, and I commend the officers in Transport SA for their creative and constructive use of the new technologies that are available to help transport operators, and particularly many people who live away from the metropolitan area and who do not have direct and personal access to officers.

Transport SA has also agreed to engage a consultant to help the Port Lincoln community, the council, people involved in the transport industries and the port activities look at a study of how we can improve road transport links into and through Port Lincoln, particularly to the silos. This has been an issue for some time and it is a particularly big issue at grain harvesting time. I understand that the consultancy will take about three months, and certainly I hope that the local member will have her say by becoming involved in the consultancy, because she certainly had a lot of say in trying to get this up in the first place.

**Mrs PENFOLD:** Following the Government's commitment to upgrade recreational jetties and wharves prior to transfer to local government, how many lease agreements have been negotiated with councils?

**The Hon. Diana Laidlaw:** Transport SA has been responsible for 48 jetties and, to date, we have been able to lease 35. Following extensive and thorough negotiation with councils, two recreational jetties have been formally rejected by councils, namely, the Emu Bay and Port Gibbon jetties. Kangaroo Island Council has rejected Emu Bay and Port Gibbon would have been rejected by the Eyre Peninsula councils at that stage, although there is one council now.

Negotiations for a further four jetties are almost complete. This is a \$12.8 million project of the Government. I want to highlight that, because when I became Minister the former Government had been seeking to divest itself of these jetties to local government. Local government did not cooperate at all, and I am not necessarily surprised, because Labor was trying to hand over these jetties in the existing condition. We have been able to gain this \$12.8 million so that, on transfer, we undertake to upgrade these jetties, and councils have been

prepared to work with us on that basis. I think it would be of interest to members of this committee and generally to people who read *Hansard* for me to table a list of all the jetties, the

local council areas, the status of the lease, the work completed and the capital expenditure to date, and I will have the table inserted in *Hansard*.

Jetty	Local Council	Lease Signed Y/N	Work Completed Y/N	Capital Expenditure to Date \$
Ardrossan	Yorke Peninsula	Y	N	551 902
Arno Bay	Cleve	Y	N	832
Wool Bay	Yorke Peninsula	Y	N	220 400
Morgan	Mid Murray	Y	N	86 848
Port Vincent	Yorke Peninsula	Y	Y	130 198
Port Augusta West and Mill	Port Augusta	Y	N	261 172
Port Germein	Mt Remarkable	Y	N	687 176
Edithburgh	Yorke Peninsula	Y	N	57 053
Goolwa	Alexandrina	Y	N	122 248
Port Hughes	Copper Coast	Y	Y	990 739
Stansbury	Yorke Peninsula	Y	N	271 339
Port Victoria	Yorke Peninsula	Y	N	41 455
Narrung	Coorong	Y	Y	41 176
Murray Bridge	Murray Bridge	Y	N	100 093
Port Rickaby	Yorke Peninsula	Y	N	21 861
Port Elliot	Alexandrina	Y	Y	75 410
Murat Bay	Ceduna	Y	N	-
Port Julia	Yorke Peninsula	Y	N	103 369
Meningie	Coorong	Y	Y	12 147
Marion Bay	Yorke Peninsula	Y	N	72 802
Point Turton	Yorke Peninsula	Y	N	76 010
Milang	Alexandrina	Y	N	32 763
Normanville	Yankalilla	Y	N	50 862
Robe	Robe	Y	N	116 144
Second Valley	Yankalilla	Y	N	94 634
Tumby Bay	Tumby Bay	Y	N	127 177
Pt Neill	Tumby Bay	Y	N	135
Elliston	Elliston	Y	N	
Port Lincoln Town	Port Lincoln	Y	N	
Haslam	Streaky Bay	Y	N	
Smoky Bay	Ceduna	Y	N	
Denial Bay	Ceduna	Y	N	
Louth Bay	Lower Eyre Peninsula	Y	N	
North Shields	Lower Eyre Peninsula	Y	N	
Mt Dutton Bay	Lower Eyre Peninsula	N		
Port LeHunte	Outback Areas Trust	N		8 026
Port Noarlunga	Onkaparinga	N		
Kingston	Lacepede	N		
Semaphore	Port Adelaide Enfield	N		
Largs Bay	Port Adelaide Enfield	N		
Henley	Charles Sturt	N		
Grange	Charles Sturt	N		
Beachport	Wattle Range	N		
Rosetta Head	Victor Harbor	N		
Rapid Bay	Yankalilla	N		
Port Gibbon	Franklin Harbor	Rejected		
Emu Bay	Kangaroo Island	Rejected		
Total				4 353 971

I will add some further information to the answer I gave earlier about FOIs on the basis of electorates. I have been advised that a former Chief of Staff to the Premier, Craig

Bildstein, did issue a minute asking that FOIs be advised to the Premier's office from a Minister's office. I understand that my office did not necessarily follow that procedure and,

further, that the procedure does not apply any more; it has been rescinded, so it is irrelevant. Mr Bildstein has gone and so has the policy.

**Mr KOUTSANTONIS:** So, you used to do it, but not any more?

**The Hon. Diana Laidlaw:** I did not do it.

**Mr KOUTSANTONIS:** You have never done it?

**The CHAIRMAN:** Order! The honourable member has the call to ask his first question.

**Mr ATKINSON:** Do it quietly, now.

**Mr KOUTSANTONIS:** That is right.

**The Hon. Diana Laidlaw:** You can ask me; I can give you the information. I am not sure what your hang-ups are. Perhaps because you were so mean to me in Opposition you think I will apply the same policy to you: that is not true.

**Mr KOUTSANTONIS:** I am sorry we were mean to you, Minister. What was the 1998-99 result of Transport South Australia's funding of road safety initiatives and programs, and what is the estimate for 1999-2000?

**The Hon. Diana Laidlaw:** I can certainly say that there is an increase of funding this year to \$150 000 for Community Road Safety, which is a new initiative within Transport SA. We are establishing a grant program, probably involving about \$50 000, which we will be able to make available to community road safety groups if they wish to apply for grants up to \$5 000 for local initiatives. Seven community road safety groups already exist under the Community Road Safety program and five more are imminent. We have also engaged a Community Road Safety Officer, Mercedes Haralam. She is working with road safety groups from the Adelaide Hills to the South-East, the Riverland, Murray Bridge and central Eyre Highway. I do not have the exact costs, but I will provide the honourable member with a more detailed answer.

Other road safety efforts include advertising and support for the police in their road safety effort, which is a long standing practice of Governments of various persuasions. The Motor Accident Commission, for instance, sponsors the Night Moves bus and a whole range of other measures. I would also see school zones as a road safety initiative, and we are putting extra funds into that. We are also upgrading road works and accelerating road safety audits in this coming financial year and the next. That is not a bad start, off the top of my head; I will get the details for the honourable member.

**Mr KOUTSANTONIS:** How much is being spent on the rural road safety action plan, and will the Minister outline the sources of the road safety funding?

**The Hon. Diana Laidlaw:** It is across Government, because you could also argue that a large road safety effort is made within the Education Department. Transport SA also provides money for Bike Ed programs, we have Walk With Care for elderly people and we are promoting Safe Routes to School. We will get further details.

**Mr KOUTSANTONIS:** What is the funding allocation to Transport SA of revenue collected by speed cameras and other anti-speeding devices?

**The Hon. Diana Laidlaw:** I do not think there is anything; it all goes into general revenue. I would love some of it.

**The Hon. R.B. SUCH:** Will the Minister identify the current status of the proposed third river crossing at Gillman, and will motorists be charged a toll?

**The Hon. Diana Laidlaw:** The third river crossing proposal has been around for many years, and is one which the Government has advanced, first with a value management

study then with quite detailed design work. It must also be considered in association with a Gillman Highway extension, so we would want a road extension from the South Road connector into a new road bridge. If this project goes ahead I am also determined that it must be a rail bridge, because in future we do not want to focus just on road transport particularly with freight: we must look at how rail can share the task.

We have applied to the Federal Government for Roads of National Importance funding for the Gillman Highway section of this project. Roads of National Importance requires joint funding by the State Government. South Australia has not yet gained the Federal Government's agreement for RONI funds, but we are quite confident that we will gain those funds. We just have to work on them and wear them down a little more, and I am in the process of doing that.

The private sector has expressed interest in building the bridge. Until I have had resolved with the Federal Government issues involving the RONI funding, it has been my intention, to date, that we do not proceed simply with the bridge, but that may be an option. In terms of private sector funding, we would be looking at a number of options, including a direct toll on heavy vehicle operators, because this will be of greatest benefit for the heaviest vehicles—getting those vehicles out of the heart of Port Adelaide. Of course, the Labor Party would be interested, because this initiative for which I am fighting is in a Labor Party electorate; it is hardly pork-barrelling.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** If this process is adopted, it will be for mainly heavy vehicle use. Another option is a shadow toll where the money is paid out of general revenue or Transport SA budgets according to the number of movements across the bridge. I do not think a toll on motorists would be envisaged by the Government, or possibly even the Parliament. I would add that all of this is speculative at this stage. It has been something that I am toying with: it has not gone formally to Cabinet or the Government. I also highlight that at present there is no provision in the Highways Act for a toll. We are the only State across Australia that does not have a provision on a local basis for a toll. Tolls have applied in the past, and all members would know the famous tollgate which is at the base of the Adelaide-Crafrers Road extension and which is now a heritage item. Tolls have applied in the State in the past. It may be considered again for this important initiative, but it would be considered, I suspect, in terms of heavy vehicles, not necessarily motorists.

**Mr KOUTSANTONIS:** Are you ruling out motorists?

**The Hon. Diana Laidlaw:** There is no provision for a toll at all now.

**Mr KOUTSANTONIS:** You will not make any amendments: there will be no toll at all?

**The Hon. Diana Laidlaw:** There is no provision for a toll in the Highways Act. There may be, in terms of funding this bridge. I know that the local members, Mr De Laine and Mr Foley, are very keen to see this project proceed—and so is Mr Sawford, the Federal member—because they want heavy vehicles out of Port Adelaide. They believe that, while heavy vehicle transport in this industrial area continues, they will never see the revitalisation—as we all would wish—of the heart of the City of Port Adelaide. Certainly, the council is anxious for this project to go ahead. Johanna McLuskey is Mayor—and I think she recently rejoined the Labor Party as well. Irrespective of her political allegiances, I have worked very closely with her, and both she and I have been to see the former Federal Minister to advocate for this initiative.

**Mr McEWEN:** I must confess that I did a very mean trick to the Minister a few years back. I arranged for her to be taken along a road we call the 'goat track' in an empty truck with an empty dog trailer on it to impress on her—

**The Hon. Diana Laidlaw:** And it did impress.

**Mr McEWEN:** It had a marked impression on the Minister. Others know it as Casterton Road. I would like to know how close we are to finalisation of the upgrade of Casterton Road.

**The Hon. Diana Laidlaw:** You were mean to me once, but that was before you became a member of Parliament, and you need me more now.

**Mr McEWEN:** And *vice versa*.

**The Hon. Diana Laidlaw:** And *vice versa*, that's true. I am pleased that you taught me that trick because recently in Jamestown the council wanted me to go in an empty truck on the Booleroo Road, and I said, 'No, I know better now': never again in an empty truck, because you do bounce around a bit.

The member for Gordon is right. This road on the South Australian side is a very poor relation compared with the extension of the road into Victoria. It has been narrow; it has been a rough drive; and there are several sharp curves and undesirable crests. The accident history also has been of concern. A total of 33 accidents have been recorded between 1990 and 1998, with the majority being associated with either hitting or swerving to avoid an animal. So, that is an issue in terms of the road as well. It is possible to reduce the likelihood of head-on accidents, sideswipes, hitting objects on the roadside, rollovers and other 'left road' accidents if the road is widened, the roughness corrected and a number of key junctions upgraded to improve the curves and increase site distance. Research data indicates that the widening of the road from 5.5 metres to 7.4 metres would reduce the accident rate by 40 per cent. So, that is our goal.

The project proposal has required upgrading of 14 kilometres of road from the Victorian border to Glenburnie Hall. The works were to comprise shape correction to reduce roughness and improve rideability, widening of the seal, selective easing of horizontal curves and selective upgrading of the vertical alignment. The stabilisation contract commenced in early May 1997 with the extent of the works being reduced to 3.9 kilometres to accommodate the District Council of Grant's wishes. Were you on the District Council of Grant at that time?

**Mr McEWEN:** Just moving out.

**The Hon. Diana Laidlaw:** You were Mayor.

**Mr McEWEN:** Yes.

**The Hon. Diana Laidlaw:** Council's proposal for reconstruction of 2.3 kilometres between Kromelite Road and Worrolong Road was accepted and work commenced in mid June 1997. It was completed to a primer seal stage in late September 1997. The final bitumen seal was completed in January last year. Since this time, Transport SA has surveyed and designed the remaining five sections of road totalling 5.2 kilometres. Contract 1, consisting of the construction of 1.2 kilometres of road and two minor junctions, was called by open tender on 15 September 1998. The District Council of Grant was awarded this contract. That work was completed on 23 March 1999.

Contract 2, consisting of construction of a further 1.8 kilometres of road, including a minor junction and major intersection, was called as an open tender on 11 January this year. Again, the District Council of Grant was awarded that contract and work commenced on 12 April. To date, 1.2

kilometres of road and a minor junction reconstruction have been completed. Work on the remaining major intersection is proceeding with an expected completion date for this section and contract 2 being 30 July this year.

Due to tendered prices submitted for contracts 1 and 2 being higher than estimated, Transport SA has bid for and secured funding for the completion of the remaining 2.1 kilometres section adjacent to the State border for the coming financial year. This funding will be used to widen and smooth the existing road by *in situ* stabilisation, and a contract will be called to complete this work in the near future.

**Mr McEWEN:** We will be delighted to get Casterton Road out of the way because then we can start working on Penola Road as far as Tarpeena—which is our next highest priority. From road to rail, obviously all South Australians are watching with interest the developments in relation to the Alice Springs to Darwin railway line. Because the South-East's freight network is not stabilised, we could be isolated from that network. Can the Minister give an update on where we stand in connection with freight rail in the South-East?

**The Hon. Diana Laidlaw:** Following the decision by the former Labor Federal Government not to standardise the Wolseley to Mount Gambier line, Australian National then made a decision that it would not continue operating this line. When AN was sold there was a great deal of effective lobbying from South Australia, and we got the Federal Government to agree that any purchaser—and it was Australian Southern Rail—would have a two year period in which to assess the viability of re-opening business on that line. So, the two years is not yet up; but, in terms of rail lines in the South-East generally, after discussions with Transport SA ASR has reached some conclusions. ASR has decided that it does not need the Millicent to Snuggery line. A lease agreement has been reached with a tourist group, Limestone Coast, which has been terrific in terms of seeing this start up again as a tourism-based passenger initiative—not freight.

At present, there are discussions about rail business and infrastructure—and they come up from time to time—between Mount Gambier and Portland. I would certainly like the honourable member's involvement and that of the member for MacKillop in looking at the future of rail services in the South-East, because it is certainly a productive area of the State which generates a lot of export business but which also has very heavy loads. If those loads continue on our road system, we must work out what will be the cost of that, what role rail can play, whether we want to continue any option in the future for rail business to move north and onto the main Melbourne-Adelaide line or whether we should consider the option of going into Heywood.

I am very keen to see some rail business reactivated in the South-East for freight purposes. Mr Argent visited the South-East recently with other members of the Transport SA executive and concluded in terms of the road, the wear and the heavy vehicles that there will be major costs in future years. Those costs will certainly have to be taken into account, particularly when you consider rail operations as well. Mr Argent may wish to comment on the relationship between road and rail and the freight business.

**Mr Argent:** As the Minister indicated, we visited the South-East a couple of months ago and met with the member for Gordon and other people in the South-East, including the local regional development board, members of local government, etc. One of the constant comments and observations related to the concern of everyone in the South-East with



respect to the operation of the existing Mount Gambier-Keith Road as it has significant volumes of heavy vehicles. The concern related to the very difficult and complex interaction of heavy vehicles at relatively high speeds with a lot of tourist traffic visiting the developing wine areas. So, people who are not familiar with that particular area drive at low speeds and make turns in a very *ad hoc* fashion, resulting in conflict with heavy vehicles.

It is quite clear to us that one of the key, major links in South Australia that requires significant improvement, in a road sense at least, is that road. Quite clearly, there would be enormous advantages from a road perspective if we were able to remove some of that heavy freight and transport it via rail. The point is that there may be some trade-off between investment rather than putting a lot of money into roads. There may be some significant advantages for everyone if we were to put some investment into rail, whether it be private or public.

**The Hon. Diana Laidlaw:** And that is an interesting comment, because Transport SA has been a road-focused organisation for a long time. We have had no direct involvement in rail since South Australia sold its non-metropolitan system to the Federal Government in 1975. But now that AN has been sold and a lot of private operators are headquartered in Adelaide—and the Australian Rail Track Corporation is headquartered in Adelaide—a group has been established within Transport SA that is involved in strategic planning and looking much more broadly at not only the road task but also the freight task.

**The CHAIRMAN:** I refer to Gomersal Road. I appreciated the budget announcement that the road will be funded. Will the Minister provide an update on the timetables and the planning for that work?

**The Hon. Diana Laidlaw:** The State Government has agreed to provide \$2.25 million next financial year and the following financial year: a total of \$4.5 million over two financial years. In the meantime we will assist local councils in the area to seek special road funds from that grant line.

That is important, because it is a local road, and I am very reluctant to see Transport SA fully fund roads that are not our direct responsibility in terms of sealing or ongoing maintenance. I would like the special road funds to contribute to the cost of this project. While those funds are being sought—and I understand that there is a good likelihood that funding will be received from that other source to augment State funds—design work is under way with the Barossa council—and possibly Kapunda and Light councils—on redesigning the alignment of the road.

A lot of feedback from you, Mr Chairman, the member for Light, the councils and transport users in the area has suggested that, desirably, the road should not go from Sheoak Log to Tanunda South but from Sheoak Log to the Rowland Flat area near Orlando, that that would be more central and therefore more effective in linking with the Barossa Way by taking heavy vehicles off the Barossa Way. Because the funds are available from State sources over two financial years from 1 July, I would want those funds spent and therefore the project completed within that time frame.

**Mrs GERAGHTY:** I refer to the new capital works school crossing upgrades. How much of the estimated total cost of \$4.1 million is proposed expenditure for the 84 country schools?

**The Hon. Diana Laidlaw:** Is the honourable member referring to schools on arterial roads?

**Mrs GERAGHTY:** Yes.

**The Hon. Diana Laidlaw:** The Government's commitment is over a two year period. So, by the end of the financial year 2000 all our schools with crossings on main arterial roads will have either a pedestrian-activated crossing or a koala or emu crossing and not simply a school zone.

I have some information on the upgrades proposed for this coming financial year, quite a lot of which are in country areas. I have a one page table which outlines the 29 projects that will be undertaken in the next financial year. I am advised that, of the \$1.5 million to be allocated to school zone upgrades in 1999-2000, 740 will be allocated in rural areas. I will insert that table in *Hansard*.

School Zone Treatments Proposed for 1999-2000

Estimated Traffic Volumes (AADT)	School	Road Name	Town	TSA Region	Proposed Facility
13 000	West Beach P/S	Burbridge Road	West Beach	MET	PAC
10 100	Evanston Gardens P/S	Angle Vale Road	Evanston	MET	PAC
8 000	Xavier College	Mallala-Gawler	Gawler	MET	Koala
7 700	Nuriootpa H/S	Barossa Valley Way	Nuriootpa	E	Koala
7 200	Upper Sturt P/S	Upper Sturt Road	Upper Sturt	MET	Koala
7 200	Loxton H/S	Berri-Loxton Road	Loxton	E	Koala
7 000	Murray Bridge H/S	Murray Bridge-Wellington Road	Murray Bridge	E	Koala
5 800	Tailem Bend P/S	Princess Highway	Tailem Bend	E	Koala
4 700	Murray Bridge Pre School	Mannum-Murray Bridge Road	Murray Bridge	E	Koala
4 600	Le Fevre Peninsula P/S	Semaphore Road	Birkenhead	MET	Koala
4 150	Meadows P/S	Mawson Road	Meadows	MET	Emu
4 100	Glossop H/S	Sturt Highway	Glossop	E	Koala
4 000	St Johns P/S	Main Street	Lobethal	MET	PAC
3 500	Willunga H/S	McLaren Vale-Willunga	Willunga	MET	Koala
2 400	Bordertown H/S	Naracoorte-Bordertown Road	Bordertown	E	Emu
2 200	Stirling North P/S	Hawker-Stirling North Road	Stirling North	N & W	Koala
2 200	Watervale P/S	Main North Road	Watervale	MN	Koala
2 000	Clare H/S	Lochiel-Clare Road	Clare	MN	Koala
2 000	Glendale School	Blackwood-Goolwa Road	Goolwa	E	Emu

## School Zone Treatments Proposed for 1999-2000

Estimated Traffic Volumes (AADT)	School	Road Name	Town	TSA Region	Proposed Facility
2 000	Oakbank Kindy	Onkaparinga Valley Road	Oakbank	MET	Emu
1 900	Waikerie H/S	Lawrie Terrace	Waikerie	E	Koala
1 800	H/S + 2 P/S	Gwy Terrace	Balaklava	MN	Koala and PAC
1 400	Birdwood P/S	Adelaide-Mannum Road	Birdwood	E	Koala
600	Houghton P/S	Lower North East Road	Houghton	MET	Emu
600	Basket Range P/S	Magill-Lobethal Road	Basket Range	MET	Emu
500	Kersbrook P/S	One Tree Hill Road	Kersbrook	MET	Emu

Some of the country schools to be upgraded include: Nuriootpa, Loxton, Murray Bridge, Tailem Bend, Murray Bridge Preschool, Meadows, Glossop, Willunga, Bordertown, Stirling North, Watervale, Clare, Oakbank kindy, Waikerie, Birdwood, Houghton, Basket Range and Kersbrook—they are all over the place. We are overwhelmed with upgrades—

**The Hon. R.B. SUCH:** And generosity.

**The Hon. Diana Laidlaw:** And generosity. It is an important and contentious program. Safety for school kids is an issue I feel passionately about and I am pleased to see that the funding has been provided by the Government over two financial years to ensure that all school crossings on arterial roads are upgraded to either pedestrian activated, emu or koala.

**Mrs GERAGHTY:** How much of the estimated total cost of the \$4.1 million was proposed for expenditure?

**The Hon. Diana Laidlaw:** In terms of the school zone upgrades themselves to pedestrian activated or emu crossings, there will be \$740 000 next year. The program is \$1.5 million in all and \$2.6 million the following year, 2000-1. There are other pedestrian initiatives within the round figure you gave.

**Mr KOUTSANTONIS:** I want a categorical answer from the Minister. Will you or the Government for the remainder of this term attempt to amend any Act or introduce any toll on any metropolitan road in South Australia?

**The CHAIRMAN:** I remind the honourable member that the Minister can answer the question as she wishes.

**Mr KOUTSANTONIS:** I am sure she can.

**The CHAIRMAN:** No, she will.

**The Hon. Diana Laidlaw:** No decision has been made by the Government, so it is a non-issue presently.

**Mr KOUTSANTONIS:** So you are ruling out any tolls?

**The Hon. Diana Laidlaw:** There is no road project presently that could be. I refer to your colleagues—Mr Sawford, Mr Foley, Mr De Laine or your Labor Mayor, Johanna McLuskey: this option of tolls has been discussed with all of them. No commitment has been made by anybody. It is not a new issue for the Port Adelaide area in terms of heavy vehicle transport.

**Mr KOUTSANTONIS:** Why has the allocation for minor works decreased from \$29 million in 1998-99 to \$8.2 million for 1999-2000? You have sold ETSA.

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** I am advised that some of the elements of minor works have been moved into other programs.

**Mr KOUTSANTONIS:** Supplementary to that, you are saying that there is no decrease but a reallocation of minor works to other programs? Is that what you are saying? There is not a decrease in outlays for minor works but you have just moved it to other programs?

**The Hon. Diana Laidlaw:** Sometimes there is a priority for one year that will not be around in further years. Certainly, the Southern Expressway and stage 2 has been a priority in funding this year, as an example of where priorities change and a budget is adjusted. I understand that in terms of minor works there has been movement to other specified programs. I understand that \$10 million was moved into the operating account because under accrual accounting some questions were asked through Treasury about the way in which Transport SA had been defining its works and projects.

**Mr McEWEN:** The Minister is well aware that there has been some resentment over the recreational boating levy—the \$25 per boat—on two fronts. First, there was a feeling that the money was not being spent to reflect where it was being collected. I provided the Minister with some figures last year that demonstrated that. The second difficulty was that there seemed to be an element of blackmail in it, in that—

**The Hon. Diana Laidlaw:** Blackmail?

**Mr McEWEN:** Yes: if you could not get matching funds from local government, you could not proceed anyway. It was felt that it was strongly leveraged and some councils were not prepared to accommodate, so the poor old boatie was paying the \$25, they could not get the matching funds and could not go ahead. I understand there has been some improvements in recent days and could we have an update on where we are with recreational boating levies and how they are being used to improve facilities?

**The Hon. Diana Laidlaw:** This reference to blackmail has me troubled. I suspect that it is part of the emotive language or headline that the honourable member may wish to gain through his local media rather than reflecting the fact.

**Mr McEWEN:** I am not looking for headlines.

**The Hon. Diana Laidlaw:** You were more effective when you had me in the back of an empty lorry rather than making this reference to blackmail.

**Mr McEWEN:** I will attempt to rephrase it, Minister: it may be a poor choice of words. What I am alluding to is that it is one thing for the boaties to be putting money into their fund but, to get any output, they have to then convince a local council that it has to match it. In effect by over-leveraging it you disadvantage a lot of boaties because, if they cannot convince their local council to contribute, they are denying themselves the right, and therefore their \$25 is going elsewhere. It was their word, not mine. They are certainly uncomfortable. I am alluding to the fact that a number of local boaties are very uncomfortable that they are on a hiding to nothing if local councils are not prepared to match the funds. The funds should be hypothecated at a reasonable level and should not require a second degree of leverage to get an outcome.

**The Hon. Diana Laidlaw:** We have had no difficulty in having more applications from councils for more projects for

more dollars than are available at the State level. Enthusiasm around councils both on the coastline and on the Murray River inland waters has been outstanding. Whether there is poverty in the South-East, which I have never known about, we certainly have not even had difficulties from the South-East areas in terms of applications. One of the most recent applications came from the Wattle Range or Beachport Council area.

I think we have agreed to \$122 500 over two years, making a total of \$245 000 for a new boat ramp in the Beachport-Glen Point area. I am happy to provide the honourable member with more details of the support provided for boat ramps and safe boating facilities in the South-East. In the meantime, I will have another think about the issues which the honourable member has raised in terms of the way in which the fund is administered.

**Mr McEWEN:** I appreciate that inland waters have now been included because, obviously, there are many fishers of inland waters. I understand that there has been some difficulty in getting any support for facilities on the Lower Glenelg River. I do not know whether that is because this is an interstate issue. Will the Minister take this question on notice and provide me with some advice on what we can do with a couple of the landing points such as Dry Creek and Donavans Landing, in particular, on the Lower Glenelg River?

**The Hon. Diana Laidlaw:** I will be pleased to discuss those issues further with the honourable member.

**The Hon. R.B. SUCH:** My question relates to funding for roadworks. A considerable time ago, there was a debate about whether registration fees could be replaced by an adjusted levy on fuel. Given that a GST is almost upon us, is that issue totally off the agenda as far as Transport Ministers are concerned? I am interested to learn whether the Minister thinks there is merit in moving to that scheme.

**The Hon. Diana Laidlaw:** This is something that I have advocated, and I am aware that in the past the honourable member has supported a levy on fuel. Such an arrangement would be unconstitutional following the ruling by the High Court, I think about 18 months ago, regarding business franchise fees.

**The Hon. R.B. SUCH:** There would be nothing to stop the Commonwealth?

**The Hon. Diana Laidlaw:** There would be nothing to stop the Commonwealth, and to be constitutional there would have to be a national approach. Even before the High Court ruling there was considerable concern, and it was deemed to be unwise that South Australia should ever adopt such an approach by itself, especially in the light of border issues. If the cost of fuel was much higher and registration and other costs were collected as part of that cost, many people would buy fuel in Victoria or I suspect—

**The Hon. R.B. SUCH:** It would have to be a national scheme.

**The Hon. Diana Laidlaw:** Yes. I am keen for these issues to be further discussed, but there would have to be a national scheme under a Federal Government initiative.

**The Hon. R.B. SUCH:** I appreciate that there would have to be an equitable arrangement for country people. At the moment, you have a pensioner doing one trip a week paying the same as young Johnny who is in his car for 24 hours a day.

**Mrs PENFOLD:** What progress is the Government making on the development and implementation of tourism road strategies, and will the Eyre Peninsula be considered for the development of a similar strategy in the future?

**The Hon. Diana Laidlaw:** This budget provides further funding for tourism roads on Kangaroo Island, an area which, formerly, was in the honourable member's electorate. The upgrade and sealing of the South Coast Road is on target with all works scheduled to be completed by May 2000. Sealing of a further 15 kilometres was completed in April this year, bringing the total length completed to 38 kilometres. Construction work on the final 20 kilometre section to Rocky River in the Flinders Chase National Park is programmed to commence later this year. As I have said, it will be completed by May 2000 and the funding allocation for this purpose in the 1999-2000 budget is \$4 million, while the total cost of the project is just over \$16 million.

The Government has also undertaken a tourism road strategy in the Flinders Ranges. These are new initiatives which I understand have never been undertaken by any former Government, but we see them as important investments in both the State and tourism. The program of upgrading of tourist roads in the Flinders Ranges consists of forming and sheeting unsealed roads. This will continue in the next financial year and is scheduled for completion in the following financial year (2000-01). In the coming budget, \$2.95 million is allocated, and the total cost of the Flinders Ranges project is \$8 million.

According to our policy prior to the last election, we said that the Liberal Party would be prepared to consider tourism road strategies for Eyre Peninsula and also Fleurieu Peninsula, and I have no reason to change my mind, but we have not yet commenced such studies.

#### Membership:

Mr Hill substituted for Mr Koutsantonis.

**Mr HILL:** My question is about Commercial Road between Port Noarlunga and Maslin Beach. The Minister is aware that I have raised this issue with her repeatedly since the 1997 State election. I have done so in the Parliament, by way of correspondence, and through the local media. I raise this issue because, prior to the 1997 election, the Minister funded at a cost of \$30 000 a very wide ranging public consultation process about plans to redevelop the road. An expectation built up that the development was imminent. In fact, prior to the election the Minister gave a commitment in writing that the upgrading would occur. Unfortunately, like so many other Liberal promises, that undertaking vanished after the election.

This road, which was built in quieter days, is now a very busy and dangerous carriageway, and over recent years it has seen a number of accidents, some of which have been fatalities. At the intersection of Nashwauk Crescent and Commercial Road at Moana, two young people died in a crash last Sunday. Two months ago, a 77 year old man died when his car and a truck collided at the same intersection. In addition, last weekend another car came off the road along the same section of road and went through a retired couple's living room. Locals have told me of numerous near misses.

I acknowledge that the Minister has committed funds of \$800 000 in this year's capital works budget for improvements. I understand that this sum will be expended at the very dangerous Maslin Beach intersection. I am pleased about this, and I am sure that Maslin Beach residents will be also. The total sum indicated in the budget for the Commercial Road upgrade is \$15.4 million, and a completion date of 2005-6 is indicated. Whether the Government sticks to this timetable

is a moot point. I have seen comments attributed to the Minister saying that it is a 10 year time frame at least.

My question to the Minister is: will she in the light of the recent accidents take urgent action, including a review of speed limits, to ensure greater road safety, especially at the Nashwauk Crescent/Commercial Road/Dalkeith Road intersection, and will she review her budget so as to give greater priority to the upgrade of Commercial Road?

**The Hon. Diana Laidlaw:** I will look at the speed limits, which has been an issue in the past. Adjustments to speed limits have been made when the honourable member has raised this issue in the past. I will get back to him either through answers to this Estimates process or personally. The honourable member acknowledged that \$800 000 has been allocated to the Maslin Beach Road intersection, and I am pleased that he welcomes that expenditure. The earlier undertakings and studies in terms of Commercial Road are predicated upon much stronger sales and the housing approval approach at Seaford, and the honourable member would know that that has fallen back, and sales are under the expectations that were established when Labor undertook that indenture arrangement.

The Government's commitment to stage 2 of the Southern Expressway and the funding of that, and the popularity of stage 1, has encouraged us to believe that many of the vehicle movements that were anticipated through Commercial Road onto Dyson Road can be channelled to the Southern Expressway in the future, so there has been a rethink about Commercial Road, as the honourable member mentioned, essentially for the reasons I have outlined. I am happy to come down with him if he wants me to, with officers of Transport SA, and go over the plans that have been developed, the funding priorities established and the road safety issues that the honourable member thinks are important to be addressed.

**Mr HILL:** Dealing with the issue of jet skis—and I will not get into the regulations and what they ought to be—and with respect to the enforcement procedures of the regulations brought down by the Minister last year, I am advised by local members of council in the Onkaparinga area that council officers who have been given the authority to issue infringement notices in relation to breaches of the regulations have not been issuing those notices because it costs council to do so. For example, Transport SA, through the Marine Division, charges the council to process each notice. The comment made by the council to me is that this is extraordinary as council officers are actually doing Transport SA's work and, further, Transport SA realises the full \$160 of the fine as an income. If this is true, will the Minister remedy this immediately so that the council is not losing money when it enforces these regulations?

**The Hon. Diana Laidlaw:** I have had a look at the briefing notes provided to me, but this issue has not been raised. If what the honourable member says is correct and, because of this cost factor and the charging by Transport SA, this is leading to council officers being instructed not to police or administer the regulations, I would be alarmed. I will certainly have this matter investigated forthwith. I can imagine that Mr Argent will be busy over lunch time!

**Mrs GERAGHTY:** I do not mean to labour the point but I want to go back to the discussion we had about school crossing upgrades and the proposed expenditure. How much will go to school speed zone treatments for country schools in 1999-2000, and what was the total result in this area for 1998-99?

**The Hon. Diana Laidlaw:** For the third time, I point out that the expenditure is \$740 000 for 1999-2000. This current financial year we did not do many in country areas because the bigger need—due, I suppose, to bigger schools—was in the metropolitan area. Also this year we allocated \$670 000 for school zone upgrades, which is under half of what has been allocated next financial year, so the very fact that we have more money and that we have done the more urgent projects in the metropolitan area means that half of the increased funds allocated next year will be allocated to rural schools for safety purposes.

**The Hon. R.B. SUCH:** Can the Minister provide some information about the way in which the public has accepted the option of renewing driver's licences for up to 10 years?

**The Hon. Diana Laidlaw:** It has been particularly popular. My understanding is that about half the licences to be renewed this year have been for the 10 year option. I have been given some figures by the Registrar. A total of 244 805 licence renewals have been receipted since 15 June 1998. Of these, 133 674 were for periods up to and including five years, whilst 640 customers chose periods between six and nine years, and 110 490 customers chose the 10 year renewal option. So, the total additional revenue received from driver's licences renewed for the six to 10 year period was \$11 629 365 for the period between 15 June 1998 and 31 May 1999.

The honourable member may also be interested as an aside that, since 15 June 1998, 8.63 per cent of people paying for driver's licence renewals have used the credit card facility, 6.4 per cent have used debit card, whilst cash payment is still the major method at 58 per cent, and 26.4 per cent paid by cheque. I highlight again that driver's licences cannot be paid via the Internet as customers must have their photograph taken and produce proof of identity at the time of payment.

**The Hon. R.B. SUCH:** Young people often ask me whether there is any plan to raise the minimum age for obtaining a driver's licence. That rumour has been around for a million years. Can the Minister indicate whether there are any plans to change the current age eligibility for obtaining a driver's licence in South Australia?

**The Hon. Diana Laidlaw:** There are no plans. You are right about the number of years the issue has been around, because my cousin recently celebrated her 58th birthday, and she said that she was worried when she turned 15 that the age would be increased.

**Mrs PENFOLD:** What are the Government's plans next year and over the next few years with respect to road works for the Dukes Highway and Princes Highway, and do these plans include the installation of audio-tactile markings on the edge of the roads and more passing lanes?

**The Hon. Diana Laidlaw:** This is an important road safety issue. The audio tactile marking trial has certainly been a matter that we have debated in this place. The Hon. Ron Roberts, a Labor member, has been very keen to see this issue developed, and some kilometre lengths of audio-tactile marking have been installed. However, Transport SA is also trialing a different system which allows raised pavement markers to be installed along the edges of the road. This is a significantly cheaper option than having continuous audio tactile marking and it is certainly much more simple to maintain. We believe from initial feedback that it is equally effective, but we will be waiting for further work to be undertaken on this trial before determining that the raised pavement markers will be the way in which we will be

promoting further road safety effort along the edges of our roads in the future.

In terms of passing lanes, within a week Transport SA (with my encouragement) will have finished a passing lane or overtaking lane strategy for all national highways and rural arterial roads. This is a most important initiative. We will never see across South Australia on all our major roads a dual highway system, but if we can have regular periods with full warning to motorists that there is a passing lane or overtaking lane opportunity, I think we will be improving road safety measurably. To date, most of these overtaking lanes have been installed with Federal funds in South Australia. A further two will be installed on the Dukes Highway this financial year. There are already 22 on that road between Tailem Bend and Keith.

In terms of our own road funding effort, on the Noarlunga to Cape Jervis road we have installed two overtaking lanes; two have been constructed on the Noarlunga to Victor Harbor road; two on the Mount Barker to Strathalbyn road; one on the Wallaroo to Port Wakefield road (near Kulpara); and we have two short passing lanes on the road between Tea Tree Gully and Mannum—although they may better be termed slow vehicle turnouts. We have made a start and with this strategy I will be seeing that, depending on the funds we can argue through Cabinet and Treasury, they will be a major effort and focus for Transport SA in the future, but I am looking forward to being able to release this strategy shortly.

**Mr McEWEN:** I believe that the Dukes Highway passing lanes have been a fantastic initiative. I compliment both the State and the Federal Governments. There is one minor signage issue, though, because you may not be using the passing lanes because you are on the other side of the road, but you can cross over to overtake. However, you can get into a very dangerous predicament if a truck is coming and a car behind it does not expect to see any oncoming traffic. The signage does not clearly say that both lanes must be clear before crossing over the line, and I have seen a couple of incidents where people have not checked first. Other than that—and I do not want to degrade it in any way—it has been a fantastic safety improvement and it has made a significant difference for trucking.

However, another issue with regard to trucking is the review of fatigue issues and of legislation in regard to heavy vehicle drivers. I understand that that will mean that we will need more truck parking areas. Has the Minister looked at that and can she let us know what is happening in that regard?

**The Hon. Diana Laidlaw:** Both Houses of the Parliament in this session passed the Road Traffic (Driving Hours) Amendment Bill. It has not yet been proclaimed. The member would be aware that, following a hideous accident (I think six deaths) in the Riverland a couple of years ago, the Coroner reported at length about fatigue management and also made recommendations that, in terms of industrial awards—and the TWU award is a Federal award—we should be looking at hours, distance and rates of pay. I have written to the Federal Minister, Mr John Anderson, about that matter to see whether the Federal Government will advance those arguments at a national level.

In the meantime, Transport SA is also developing a rest area strategy for the whole of the national highway and rural arterial system that complements the passing lane or overtaking lane strategy that I mentioned a moment ago. The whole issue of rest areas was a major focus of the National Road Safety Action Plan. Truck stops have not been given a great deal of attention in the past, but particularly now with

A-trains and with the new legislation that will be introduced, in terms of limiting the hours of work and driving—and we would see those new hours firmly enforced—we must look at more truck stops, not just for commercial vehicles which can use any stops but for the heavier vehicles which certainly have designated areas.

We do not have enough and the conditions are not suitable on all occasions. We would not see these truck stops necessarily being as well developed as the rest areas that we are keen to support—probably with tables and chairs, toilets, bins and bituminised—but certainly there must be more and they must be better serviced and supported than they have been in the past.

**Mrs GERAGHTY:** When I was talking to the Minister about school crossing upgrades she mentioned the metropolitan crossing. In March this year the Minister said that upgrading had been completed this financial year on three school zones on Transport SA roads and it is expected that a further eight zones will be upgraded by the end of the financial year. Has that happened; and what are the locations?

**The Hon. Diana Laidlaw:** I advise that this financial year \$670 000 was allocated and the following works completed: St Michael's College, East Avenue, the installation of a pedestrian activated crossing; Scotch College, Blythwood Road, a koala crossing; Temple College, Henley Beach Road, an emu crossing; Marbury School, Stirling-Aldgate, an emu crossing; Rostrevor College, Glen Stuart Road, a koala crossing; Magill Primary, Magill Road, a koala crossing; Le Fevre High, Hart Street, a koala crossing; Henley High, Henley Beach Road, a pedestrian activated crossing; Bellevue Heights, Shepherds Hill Road, a pedestrian activated crossing; and Salisbury Primary School, Park Terrace, a pedestrian activated crossing. The Safe Routes to Schools program over this financial year has amounted to \$280 000. Not only have we installed pedestrian crossings in school zones but in other areas as well. We have had an investment of \$245 000 on pedestrian refuges and ramps and the Walk for Care program in Unley cost us \$120 000—well spent.

**Mrs GERAGHTY:** Black spot funding in 1998-99 exceeded Federal Government funds by \$749 000. How will the extra expenditure be funded, and can the Minister explain the overspending? Will the Minister outline the areas that will receive black spot funding for 1999-2000, indicating which areas the State Government will be recommending and the reasons for that?

**The Hon. Diana Laidlaw:** My understanding is that the recommendations have been submitted to the Federal Minister but the Federal Minister has not yet announced the outcomes or allocations for the coming year, so he will be doing that. I have learnt over time that in any given road project sometimes there are reasons for costs to blow out, sometimes they will come in under budget and allocations fluctuate. The costs for some local government and some of our own black spot projects undertaken last year came in higher than anticipated. We have agreed to pay some of it from State funds. There was carry-over cash from last year, and Transport SA has estimated that it will be making up the shortfall in any extra expenditure in the black spot programs from our own budget this year.

**Mrs GERAGHTY:** As you know, I have a particular interest in the North-East Road/Sudholz Road intersection. The work that has been undertaken on that intersection has certainly made a difference, but we in the community still believe that is a black spot. My office is right outside and there are continuous accidents there.

**The Hon. Diana Laidlaw:** And the red light camera has not helped?

**Mrs GERAGHTY:** No, it does not help, and the 'turn right' arrows are the major problem for us. Where does that sit on the black spot list, if it appears at all? I was told that was taken off the list.

**The Hon. Diana Laidlaw:** I am represented by one person on the committee, the Hon. Caroline Schaefer. It is chaired by Senator Alan Ferguson and reports to the Federal Government. Transport is represented. Do you know anything about this project being taken off?

**Mr Argent:** I am not aware of the details of the particular project or whether that is in the proposed program for next year, because that has not yet been announced.

**Mrs GERAGHTY:** How does the Government make a recommendation?

**The Hon. Diana Laidlaw:** The committee makes the recommendations. I will get all the information to the honourable member on the proposals that are before the committee—that is really what you want—as well as those that were recommended to the Federal Minister.

#### Membership:

Mr Clark substituted for Mr Hill.

**Mrs GERAGHTY:** I understand that a target for 1999-2000 is the establishment of an annual survey of major customers. What is the budget estimate for this item? I understand that a research program was conducted in 1997-98 by the External Customer Consultation Reference Group. What were the results of this research program, and will the Minister table them?

**The Hon. Diana Laidlaw:** In view of the hour I will get details on all those points for the honourable member.

**The CHAIRMAN:** We will go on with Passenger Transport after the lunch break, but we will take a few more questions on this line before we change.

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

**The CHAIRMAN:** The Chair recognises the member for MacKillop who wishes to ask a question.

**Mr Williams:** It is my understanding that the railway line between Wolseley and Mount Gambier in the South-East does not operate as a railway line, apart from the small section between Mount Gambier and Coonawarra on which a tourist train has been operating for the past year or two. I understand that a train has not travelled along the northern part of the line for at least eight years and probably longer. A constituent has bought a parcel of land from a large property which has been broken up. They require access across the railway line. They have sought permission to build an access point at their own cost across the railway line and have been informed by Transport SA that they can get a licence to do that but that they will have to pay a \$500 annual licence fee which will be indexed to the CPI. In view of the fact that the railway line is not being used and that the neighbouring property has an access point across the railway line on which they do not pay, and never have paid, a licence fee, is there some way of introducing commonsense and waiving this licence fee?

**The Hon. Diana Laidlaw:** I appreciate the honourable member's bringing this to my attention earlier. It has enabled Mr Argent, Executive Director of Transport SA, to ask some questions during the lunch break. I have been advised that

this is standard practice undertaken by people who own the line. I would agree with the explanation that the honourable member gave, and so does Mr Argent. These are unusual circumstances. In fact, the line is not operating and, therefore, it has been agreed that the fee will not be charged this year or in the future unless we find that the line is operating again, and then we may have to review that decision.

I also have further advice in relation to a question that Mr Hill asked earlier today about local government officers from Onkaparinga Council not policing jet ski infringements because, if a penalty is issued, the council is then charged an administration fee. I have been told that this is a police matter and I undertake to Mr Hill that I will follow up the matter promptly with the Minister for Emergency Services to see whether we can reach commonsense, because the matter we must address is safe practice for jet skis. I do want to see the regulations which were introduced earlier this year enforced. If we have a problem in terms of the issuing of licences and the costs, this must be dealt with, if it is leading to the non-policing of safe practice for jet skis.

#### Membership:

Mr Hanna substituted for Mrs Geraghty.

Mr Koutsantonis substituted for Mr Clarke.

**Mrs PENFOLD:** What action is the Government taking to provide for cyclists on the State's road network, and what is the membership and role of the State Cycling Council?

**The Hon. Diana Laidlaw:** The State Cycling Council has been established this year. It was an initiative outlined in the State cycling strategy issued a couple of years ago. South Australia has the most extensive on-road network of bicycle lanes of any capital city.

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** And we have also been very busy in establishing bicycle lanes in country areas. The member for Flinders may be interested to know that the Rails to Trails initiative has been launched by the Minister for Industry and Trade, and work has now been undertaken by the Office of Recreation and Sport and Transport SA to look at possible Rails to Trails initiatives on the Willunga to Marino former rail line. The Riesling Trail, which is on a former railway line, is well advanced in the Clare region.

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** Yes, it is excellent. The potential sale of the Balhannah to Mount Pleasant rail service is another prospect for Rails to Trails. The Mawson Trail has been fully completed and there will be a new issue of maps shortly. Campbelltown is the only metropolitan council area that does not have a local area bike plan, but we are working on it. In country council areas, Port Hughes and Moonta Mines have new bicycle lanes, while Mount Gambier (Grant and Wattle Range), Whyalla, Port Lincoln, Gawler, the Adelaide Hills, Berri, Barmera, Kadina, Moonta, Clare, Bordertown, Port Augusta, Goolwa, Port Elliot, Middleton, Strathalbyn and Barossa have prepared and implemented local area bike plans.

I also note the veloway on Stage 1 of the Southern Expressway project and the Share the Road campaign to make motorists more aware of cyclists and make cyclists, hopefully, more responsible, in many instances, by wearing brighter coloured clothes and ensuring that they have lights and other items that make them more visible. The Bike Direct maps have also been recently reissued.

**The Hon. R.B. SUCH:** A topic that I have raised over the years with various Ministers of Transport concerns lighting-up times. At the moment, we often see people on the roads when they should have their lights on but do not. I do not expect an instant answer, but has the Minister and her department looked at the possibility of trying to simplify the present system so that, through a media campaign each day, people would know what time they should be putting on their car or motor bike lights?

*Mr Atkinson interjecting:*

**The Hon. R.B. SUCH:** There are serious legal implications for not having lights on but, if a random survey was conducted, most people would not know today's lighting-up time. Could we work towards a simplified arrangement so that road users could be informed by the media, just as they are told about other requirements?

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** I thank the honourable member for the question, and the interjections of the member for Spence have also been helpful. Apparently, this was a practice in the past, and the lighting up time was in the paper and on the radio. I have had advice from both Mr Payze and Mr Argent that we should be able to issue either daily or weekly reports. In turn, I will ask Mr Arndrae Luks, who is responsible for communications matters, to speak to the *Advertiser* and to the radio stations to see whether they can cooperate in such an initiative. It certainly is our area, that is, the sunrise or sunset legislation, or something similar, is charged to the Minister for Transport and Urban Planning. I will see whether we can do something with the idea.

**Mr KOUTSANTONIS:** I have a series of omnibus questions. In relation to all departments and agencies for which the Minister has Cabinet responsibility, including relevant junior Ministers:

- List all consultancies let during 1998-99 indicating to whom the consultancy was awarded, whether tenders or expressions of interest were called for each consultancy and, if not, why not, and the terms of reference and cost of each consultancy?
- Which consultants submitted reports during 1998-99, what was the date on which each report was received by the Government, and was the report made public?
- What was the cost for the financial year 1998-99 of all services provided by EDS including the costs of processing of data, installation and/or maintenance of equipment, including the cost of any new equipment either purchased or leased through EDS, and all other payments related to the Government's contract to outsource information technology to EDS?
- During 1998-99 were there any disputes with EDS concerning the availability, level or timeliness of services provided under the whole of Government contract with EDS and, if so, what were the details and how were they resolved?
- Which of your agencies are buying new desk top computers prior to year 2000 and, if so, how many, at what cost, what is the manufacturer of the product and what models are being purchased? What is the hardware and software that has been replaced or identified for replacement due to achieving Y2K compliance, and at what cost? Did or will these replacement purchases go to tender?
- How much did agencies within the Minister's portfolio spend in contracting the services of Internet providers during 1998-99, and which Internet providers were involved?
- Detail how many FTEs are employed by agency in 1998-99 for information technology services, and detail the figures for 1995-96, 1996-97 and 1997-98?
- What are the names and titles of all executives with salary and benefit packages exceeding an annual value of \$100 000, which executives have contracts which entitle them to bonus payments and what are details of all bonuses paid in 1998-99?
- What are the names and titles of staff who have been issued with or have access to Government credit cards, for what purpose was each of these cards issued, and what was the expenditure on each card for 1998-99?
- What are the names and titles of all officers who have been issued with Government owned mobile telephones, what arrangements apply for the payment of mobile telephone accounts, and what restrictions apply to the use of Government mobile telephones for private purposes?
- What was the total number and cost of separation packages finalised in 1998-99?
- What is the target number of staff separations in the 1999-2000 budget, how many TVSPs have been approved by the Commissioner for Public Employment for 1998-99, and what classifications of employee have been approved for TVSPs in 1999-2000?
- How many vehicles by classification were hired in 1998-99, and what was the cost of vehicle hire and maintenance in that year?
- List all employees with use of a privately plated car in 1998-99 and outline what conditions are attached to the use of the car by the employee.
- Did any of the Minister's agencies rent vacant and unused office space during 1998-09 and, if so, what was the cost of rent or lease of this unused office space to the taxpayer?
- Are there any Government owned premises within the Minister's portfolios that are not currently occupied, what is the cost of holding these properties and where are they located?
- Will the Minister detail all executive and staff development exercises undertaken by the Minister's agencies during 1998-99?
- Will the Minister list all occasions during 1998-99 on which executive staff of the agencies under her portfolio entertained guests at taxpayer expense, all those present on the occasion, the purpose of the occasion, and the cost to the taxpayer?
- How many staff originally from within the Minister's portfolios were on the redeployment list in 1998-99, for how long have they been on redeployment and what are their classifications?
- How many public help lines did the Minister's agencies operate during 1998-99, which were located in South Australia and which were operated from interstate? Is there information about what issue(s) each help line intended to provide, and what was the cost to the taxpayer of operating each help line?
- What are the names of the public servants in your portfolio and which, if any, of your ministerial staff currently serve as Government representatives on boards of management of other bodies? What is the category of the board in question, what is the remuneration paid to these individuals for service on each board, and at what level of classification are these employees?
- Detail all interstate and overseas travel undertaken during 1998-99 by members of Government boards, their

- destination, purpose, cost and all individuals who travelled.
- Detail all advertising and promotional activities and campaigns undertaken by all agencies within your portfolio for 1998-99, what issue(s) were the concerns of these activities, of what did these activities consist, how much did they cost, and what activities are planned for 1999-2000?
  - Detail all local, interstate and overseas conferences attended during 1999-2000 by the Minister, his or her staff, and by public servants within the Minister's portfolio, including the cost, location and purpose of the conference.
  - Provide the name(s) of any former member of State or Federal Parliament within the Minister's portfolio currently serving as a board member, a member of the Minister's staff or a public servant, and detail their duties and remuneration.
  - Have any agencies within your portfolio 're-badged' or otherwise made presentational changes during 1998-99, through changes in letterheads or other stationery, signage, etc.? What was the reason for the change and what was its cost?
  - Has there been any refurbishment of your ministerial office or that of any of your CEOs during 1998-99, what was the reason for the refurbishment and what was the cost?
  - Since the 1997 State election, have any of your ministerial staff taken up permanent employment in the South Australian public sector, name the individuals concerned and indicate the vacancy for which they applied? Were these positions advertised and, if so, when and where?
  - Name all your ministerial staff and their classification and remuneration.
  - Name all staff attached to junior ministers and their classification and remuneration, and advise whether they have ministerial cars with drivers, cars without drivers, or access to ministerial cars or drivers, and on what basis?
  - During 1998-99 what Government land or other real estate has been disposed of, where were these properties located, did the sale involve a tender process, for how much was each property sold, who purchased the property and who acted as agent and/or legal adviser to the sale?

**Additional Departmental Adviser:**

Ms H. Webster, Executive Director, Passenger Transport Board.

**The CHAIRMAN:** We will now turn to the Passenger Transport Board. Does the Minister wish to make an opening statement?

**The Hon. Diana Laidlaw:** Yes. For the Passenger Transport Board the 1999-2000 budget for the delivery of passenger transport services across South Australia amounts to \$252.5 million. In relation to public transport fares, fares for all bus, train and tram services in the metropolitan area are to be frozen at current prices for the next financial year. This move guarantees that Adelaide's metropolitan ticket prices will remain good value overall compared to other public transport systems in Australia and contrasts with the recent recommendation by New South Wales Treasury to increase fares by up to 30 per cent.

The fare freeze is part of a package of marketing initiatives being prepared by the Passenger Transport Board (PTB) together with contractors to promote patronage. Certainly, I

have acknowledged in this place and through the media that the fare increase this year has contributed to a reduction in patronage, estimated to be about 5 per cent. This is particularly disappointing, because with the introduction of competitive tendering the fall in patronage had been limited to an average of 1.66 per cent a year, compared to falls of between 9.2 per cent and 4.45 per cent during all but one of the previous nine years of Labor Administration.

So, we had been doing well in stemming the decline and reversing the horror of the past in terms of free fall in patronage, but I have no doubt that fares have contributed to a further fall in patronage. For the following year the PTB's forecast and target is for patronage to remain steady at 41.8 million journeys. The fare freeze will also help to provide a stable environment for companies as they prepare their competitive bids for the right to operate Adelaide's metropolitan bus services.

Service contracts: Amendments to the Passenger Transport Act last year established measures to reinforce the competitive delivery of public transport services in the Adelaide area in the future and repealed the provision that no contractor could operate more than 100 buses for any given contract area. Subsequently the PTB has reduced the number of contract areas for the delivery of metropolitan bus services from 14 to seven in order to promote both operational efficiencies and better customer services through the provision of more direct cross suburban services.

In February the PTB called for expressions of interest for the operation of seven bus contract areas and 24 expressions of interest were received. Last week all of these companies, plus the existing contractors—TransAdelaide, Serco and Hills Transit—were invited to submit detailed proposals to the PTB by 3 September. The contracts are worth winning as they are for five years with a further five year option of renewal. While the first two rounds of competitive tendering confirm overseas and interstate experience that this process leads to innovation in service delivery and reduction in taxpayer funded operating subsidies, on current contract prices the seven contracts on offer amount to a \$1.3 billion investment by the State, by our taxpayers, over the next 10 years in the operation of metropolitan bus services alone.

Last year I reported that the cumulative savings since 1993-94, when compared to a no policy change base, totalled approximately \$59 million. More importantly, this result was achieved without resorting to slashing services as Labor did in the early 1990s. In fact, over the past five years 44 new services have been introduced and the frequency of a further 53 services increased. Late last year savings and service improvements were continued, with approximately \$6 million in savings. While these savings were made there were further improvements to services such as the West Lakes loop, the 618 service from Happy Valley to Marion and other re-vamped night and evening services in the outer south.

Infrastructure investment: Prior to the last State election the Government undertook to prepare a 10 year infrastructure investment plan for public transport. The plan will be released progressively over the coming year. In the meantime, to maintain the State's position as the leading provider of accessible, environmentally friendly bus services in 1999-2000, the Government will take delivery of 30 new low floor fully accessible buses powered by compressed natural gas at a cost of \$10.8 million and these state-of-the-art buses are expected to join the metropolitan fleet at a rate of one per week from September. They would have come earlier but for





which the honourable member raises are important. We have been considering them across Government and with the Passenger Transport Board. There will be issues for which we will have to make adjustments. The legislation has not yet passed.

**Mr ATKINSON:** What is the effect on fares? That is what the public wants to know.

**The Hon. Diana Laidlaw:** Fares are immensely subsidised now, and—

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** Yes, that is right, and they can still be subsidised. The Passenger Transport Board sets the fares.

**Mr ATKINSON:** So, you will absorb the cost of the GST?

**The Hon. Diana Laidlaw:** In terms of operations, we do not know where we will make savings or where extra costs will arise from the GST. There is no need now to speculate on such matters. Like every business, we will calculate those sorts of costs. But I indicate again—

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** The honourable member can scream and yell and carry on. Go and ask the chicken shop or Myer what their prices will be next year.

*Mr Atkinson interjecting:*

**The CHAIRMAN:** Order! The member for Spence is completely out of order.

**The Hon. Diana Laidlaw:** He is being silly, Mr Chairman. We have indicated that for a full year (the whole of 1999-2000) fares will be frozen. We will then need to look at the situation again, as we do every year (and as Labor has done), and make a decision then as to whether fares will increase or decrease or whether the GST is a factor.

**Mr ATKINSON:** They might go down.

**The CHAIRMAN:** Order!

*Mr Atkinson interjecting:*

**The CHAIRMAN:** Order! Is this a supplementary question?

**Mr ATKINSON:** Yes, Mr Chairman. Is it possible that they might go down?

**The Hon. Diana Laidlaw:** I will not speculate on whether they will go up, down or around. The only person who is getting extraordinarily excited is the honourable member himself. I would have thought that he would be—

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** You did not know until a few days ago that it was even going through.

**The CHAIRMAN:** Order! The member for Spence is completely out of order.

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** Carry on! We have made a decision in respect of next year and that is that a freeze will be put on fares.

**Mr KOUTSANTONIS:** I refer the Minister to the report of the Taxi Safety Task Force released on 17 September 1998. I do not know whether the Minister has seen this report yet. When asked about this matter in Parliament last November, the Minister replied:

In the past week I have seen the Passenger Transport Board's consideration of the report of the Taxi Safety Task Force.

The Minister went on to say that she would be able to respond to the report in the near future. That was in November 1998. Why is the Minister yet to formally respond to the report which cost taxpayers \$35 000 to prepare; what was the

PTB's response to the report's recommendations; and will the Minister please table that response?

**The Hon. Diana Laidlaw:** I can get a formal response from the Passenger Transport Board, but further work is being undertaken on whether video surveillance cameras will be installed. I understand that the taxi industry has requested the Passenger Transport Board to look at loan arrangements. That is being assessed.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** The question of video cameras was one matter arising from the report, and that is the matter that is being explored.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order! The member for Peake is out of order.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** I have.

**Mr KOUTSANTONIS:** When?

**The Hon. Diana Laidlaw:** I do not have to respond to you. I have responded to the taxi industry.

**The CHAIRMAN:** Order! The member for Peake will put his questions through the Chair.

**The Hon. Diana Laidlaw:** I have responded to the taxi industry, and the PTB is now working through the report, particularly regarding surveillance issues, with the taxi industry. I repeat: members of the House of Assembly get a bit excited and do not listen. The Legislative Council is not used to that: we actually listen to each other.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** I will say again for the benefit of the honourable member, because I want him to understand, that the taxi industry has put a submission to the Passenger Transport Board for a loan arrangement for the installation of video cameras. That is being considered and—

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** Yes, but that is the area in which they are particularly interested.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** In the meantime, there has been this 1 per cent levy on—

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order! The member for Peake is out of order.

**The Hon. Diana Laidlaw:** He certainly is. There has been this 1 per cent levy on fares, which the honourable member knows taxi drivers and operators have been collecting. It is for them to then take their own initiative to implement safety devices. Perhaps Labor members have a different approach and they go out and tell taxi drivers that they have to have this and that. That is not my approach. We are working through these areas.

I say also that it has been of great interest to the taxi industry and drivers to learn about the work that has been done in New South Wales where every taxi is now required to have a plastic shield around the driver. Taxi drivers and passengers hate this. Our taxi drivers have learnt from that, and they do not want that either. I will not impose something on drivers that does not make them comfortable.

**Mr KOUTSANTONIS:** Mr Chairman, may I ask a supplementary question?

**The CHAIRMAN:** Yes. I will judge whether it is supplementary.

**Mr KOUTSANTONIS:** The Minister said in her response that she has spoken with the taxi industry about this report. With whom in the taxi industry has the Minister spoken about the issues emanating from the report, and which issues did she discuss with them? Was it just video surveillance?

**The Hon. Diana Laidlaw:** I think that I met with Maurice Barclay and other representatives of SATA when we talked about—

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** Yes, and Bill Gonis, an independent. I think we talked about a whole range of things to do with the taxi industry a little while ago. They have not come back to me, and there is no need to do that because this work is being pursued through the PTB.

**The CHAIRMAN:** Order! I remind the member for Peake that this is not a chat show; he must address his questions through the Chair.

**The Hon. R.B. SUCH:** By way of introduction, I believe that our public transport system in South Australia and Adelaide is very good. I think it is clean and, given that we have a population which is spread throughout the metropolitan area, I think the service is very good and I use it frequently.

My question relates to competitive tendering. What is the PTB's timetable for the competitive tendering of bus services in the Adelaide metropolitan area, and what changes, if any, has the PTB introduced in respect of the third call for tenders in terms of service delivery, pricing, fleets or industrial provisions?

**The Hon. Diana Laidlaw:** I thank the honourable member for using public transport and I encourage him to use it more next year. In terms of competitive tendering, following the passage of amendments through the House of Assembly last year (with Labor support, and I think even Mr McEwen supported the amendments) and the Legislative Council, the PTB has been working diligently on the third round of tenders. Expressions of interest were called in February this year and requests for proposals were made just last week. They must be received by 3 September, as I think I mentioned earlier. A decision will be made in late January 2000 regarding the successful tenderers, and services will commence in April 2000.

A number of things have changed with this round: as I said earlier, because of the legislation we no longer have the 100 bus limit, which has meant the PTB could reduce the size of the contract areas from 14 to seven. That in turn will encourage through running of services—an issue which all members of Parliament accepted as an unforeseen consequence of the 100 bus limit issue.

The PTB is also offering the contracts at five years plus a right of renewal of five years. That is different from last time when they were short term in nature. Certainly, the longer period makes them well worth winning. There is a more flexible approach to subcontracting encouraged in the requests for tenders. There is a strong focus on improving patronage, and I have outlined that already in terms of Government PTB goals.

Contractors at the present time essentially lease all their buses through Transport SA. TransAdelaide no longer owns any buses. I note that Serco has recently started leasing a minibus and has been experimenting on one other occasion. I think Hills Transit has one other bus about to arrive because of the extra business. In the next round of requests for tenders, there will be encouragement for the operator to look

at investing in the buses, so they can decide whether they want a minibus and not be bound by the fleet that has been determined well in advance. Some of the fleet is nearly 20 years old and they have had to accept that. The operators could make more of their own decisions to meet their own needs. There will be greater flexibility in that area and certainly greater flexibility will be encouraged in service planning and changes. Those are the main changes. Issues that have not changed over the three rounds are the PTB's commitment to adhering to industrial agreements and the Government's human resources principles.

**The Hon. R.B. SUCH:** What efforts are being made to promote greater use of our buses, trams and trains, and given the limitation of the Crouzet system, will attempts be made to introduce things like dollar day fares, family tickets, and combined transport and theatre or sporting tickets? Are those things possible, given the limitations of the current Crouzet system?

**The Hon. Diana Laidlaw:** The PTB will be undertaking a very aggressive marketing campaign. This is something we have not really seen done well in the past. It will be doing it alone but also in conjunction with and learning from the other contractors. One of the issues that they are also looking at is customer reward schemes. This, I suspect, is what you are suggesting through this bonus arrangement of linking tickets, such as theatre tickets and a whole range of things.

Certainly, TransAdelaide as an operator has had fantastic success with one cinema chain at the Marion shopping centre and also in the city, over holiday periods, by combining tickets and entry to the cinema. We may be able to build on and learn from that experience. It has been very popular. In terms of its marketing effort, the Passenger Transport Board is also looking at more information displays at regional centres and the installation of more information units at major interchanges and in the city, and specific products such as the O-Bahn will be aggressively promoted.

A patronage group is to be formed. That group will report directly to the Executive Director, and I will make Ms Webster personally responsible for the increase in patronage on public transport as I am so annoyed about what has happened over the past. It is not her fault—it has been the Government's decision—but I am passionately determined to see us do what no other Government or Minister has done over the past 20 years, and that is to stabilise public transport. I am really keen to see the unions, operators and a whole range of people who have a close interest in the wellbeing of public transport in this State involved in this patronage group.

**The Hon. R.B. SUCH:** As a supplementary question, touching on what I said earlier, is it a fact that the Crouzet system, which we have had for at least 10 years, is restrictive in terms of the flexibility of the types of tickets and special arrangements that you can provide?

**The Hon. Diana Laidlaw:** You are absolutely right, and it is coming to the end of its life. We have been able to extend the life by, I think, three years to the end of 2002. That will be the last laugh of Crouzet. There is money in the PTB budget this year to do more work on a new system. What we have to be careful about is that we do not have the catastrophe that Victoria had with the introduction of its new automated ticketing system. Victoria has had problems. We certainly had problems when Crouzet was first introduced here. So, we will be working with care. But smartcard technology in different forms will be considered. In the mean time, Crouzet is

generally working well. It does not offer some of the flexibility which the honourable member is suggesting would be an advantage and which we would see as an advantage in any new ticketing system.

**Membership:**

Ms Bedford substituted for Mr Hanna.

**The Hon. R.B. SUCH:** With respect to privately owned charter buses, I have been approached, as I guess other members have, by people in that industry who say that community-owned bus operators have an unfair advantage in the charter area. We can accept that community groups and volunteer drivers are trying to do the right thing. The operators of privately-owned buses argue that it is difficult for them to upgrade their buses because of the current situation. I do not expect it to be resolved overnight. Is the Minister familiar with this issue, and is any attempt being made to try to resolve some of these conflicting aspects?

**The Hon. Diana Laidlaw:** I am meeting with the Bus and Coach Association if not tomorrow in the next few days. The issues that the honourable member has raised have been around for sometime. When accreditation of bus operators was introduced, there was a lot of agitation from the community sector, local government volunteer groups and the aged sector who used volunteer drivers. They did not want to go through the whole accreditation process, and arrangements were made in conjunction with the Local Government Association, I think with some of the big groups such as Red Cross, so that those groups that engaged volunteer drivers for various duties had to ensure that they were responsible individuals, both on the road and in caring for the passengers. On that basis we did not require accreditation of community bus drivers who were getting no pay or reward for their work.

I have just recently been to the Riverland, and it was not necessarily the bus operators who were fussed: it was more the taxi operators and their relationship with the community transport system, and I have undertaken that we will do some more work in that area. The last thing we want to do is take away from people who are actually providing a service now and then take it on at Government cost. Whereas there is a big need for a community transport system in the Riverland, it is not a substitute for a taxi service that is already in existence. We have to work through some of these issues and I am keen to do so with the Bus and Coach Association. I know it has met recently with the PTB, the Chairman and Ms Webster. I will meet with them in a couple of days.

**Ms BEDFORD:** Will the Minister guarantee that there will be no job losses or deterioration of workers' terms and conditions, including superannuation and long service leave provisions, as a result of the latest round of tendering? Will the Minister provide an update on the progress of the tendering process?

**The Hon. Diana Laidlaw:** I have recently written to the rail, tram and bus union and advised it on behalf of the single bargaining unit—and this is a TransAdelaide issue, Mr Chairman, not a PTB issue, but I will answer the question—that the Government will not require TransAdelaide in preparing its bids to be penalised by the fact that to meet Government requirements it must pay a higher superannuation status and dollar, and this extends also to long service leave arrangements. These are called input cost disabilities, and the Government will meet those requirements. In terms of job losses, it is entirely up to TransAdelaide if it wants to bid at all for any of the work in the future. Mr Dickson, from

the rail, bus and tram union, has suggested—and I cannot use the words in this place—that TransAdelaide need not participate and he and others could not care something—

*Mr McEwen interjecting:*

**The Hon. Diana Laidlaw:** I cannot even demonstrate. Anyway, the language was not good and nor was the behaviour. I think that a lot of the people in the work force are interested in participating with TransAdelaide in terms of the contracts that are on offer—five years plus five, in terms of providing that job security—but, as I say, I am not putting in the bid. What this Government has done and the Parliament has provided is for TransAdelaide to have the best possible opportunity if it wishes to exercise that opportunity. The Western Australian and Victorian Governments did not do that—they just privatised: we have not done that in South Australia. If the business, the work force and the unions want to go after these contracts, I would encourage them to do so, but it is over to them.

**Ms BEDFORD:** What was the 1998-99 result for consultants, including legal consultants; and what is the 1999-2000 estimate in this area?

**The Hon. Diana Laidlaw:** I suspect that that will be addressed in the omnibus questions Mr Koutsantonis asked earlier because I think there was a question about all the consultancies for all agencies, and I would include PTB in that matter. I will provide the information but I will probably include it in the answers to questions Mr Koutsantonis asked earlier.

**Ms BEDFORD:** Does the Minister consider it appropriate that her parliamentary colleague the Hon. Angus Redford provide services to the PTB as a legal consultant?

**The Hon. Diana Laidlaw:** I do not know that he does, but I will find out.

**Ms BEDFORD:** Apparently he does. Following on from that, will the Minister provide details of the specific projects undertaken by consultants, including the terms of reference, the names of the consultant and the cost of the consultancy for 1998-99?

**The Hon. Diana Laidlaw:** I have said that I will do all that and I will.

**The Hon. R.B. SUCH:** Will the Minister provide some information relating to the cost of carrying passengers overall and between the different services?

**The Hon. Diana Laidlaw:** Yes. The current cost of carrying passengers on Adelaide's various public transport modes per journey is as follows: O-Bahn, \$3.90; bus, \$3.40; tram, \$4.30; and train, \$9.60. I think it is important to note that these costs are borne by taxpayers on top of the full fare that is already paid. I also wanted to highlight the fact that often when looking at these figures people will say to me, 'In relation to the train, for instance, you are not taking into account the fact that we have to build the track and all the rest.' I want to let members know that it does take account of the fact that the taxpayers have also paid for the O-Bahn track and it also takes into account road costs and wear. So, there is an equal basis in calculating those figures. Train costs have not taken into account the track and therefore are unfairly disadvantaged on that basis.

**Mrs PENFOLD:** The Liberal transport policy at the last election promised the development of a 10 year infrastructure investment plan for public transport: what work has been undertaken to date; and when will the plan be released?

**The Hon. Diana Laidlaw:** It is the Government's intention that the plan will be progressively released over the next six months. It has been a massive exercise. We have

undertaken, as we promised in our policy, to commission studies on a southern O-Bahn and the future of the Glenelg-Adelaide tram line. We indicate we would want to see that cost benefit study address the extension of that line to the Adelaide Railway Station or beyond. That then raises issues, if you extend the tram line, which is standard gauge, such as how you marry it into a broad gauge system. All those costs are being looked at. In our policy we also undertook to address the traffic chaos around Football Park and West Lakes area and various options are being addressed with respect to a public transport answer to those issues. That is in addition to the exclusive bus trips that I think Trans-Adelaide and Serco offer.

Mr Payze is a Commissioner of the South Australian National Football League, and he catches the bus—or he will from next year: that is all part of our approach regarding patronage. Those issues are being addressed. In terms of its study, the Passenger Transport Board is looking at the future use of all the corridors, bus stop information, bus stop shelters and the Crouzet system, as I mentioned before. It is the first comprehensive study of the assets we have and what should be invested in in the future to provide an important community service, one that recognises the environmental issues and social responsibility of Government for the people who do not have access either to alternative means of transport or do by practice want to use public transport.

There is a whole range of things, including bus priority lanes and whether we buy trams, buses, or trains in the future purchase of fleets. It is an exciting and intellectually demanding project to go through. Other than the purchase of buses and trains in the past few years, no major investment in built infrastructure on the public transport system has been made since the Liberal Government made a commitment to build the O-Bahn to the north-east, in Ms Bedford's electorate. I suspect that she uses the bus.

**Ms Bedford:** Whenever I can.

**The Hon. Diana Laidlaw:** What a lovely answer! I expect every member of Parliament to be helping; the Labor Party needs to help me as much as we need to help ourselves to build this patronage. It will be a community effort, and I look forward to your support.

**Mrs PENFOLD:** I note that this year's budget provides \$800 000 for public transport infrastructure upgrades for 1999-2000. How is this funding to be applied?

**The Hon. Diana Laidlaw:** This funding is in addition to TransAdelaide's capital budget for works on the public transport system and also the purchase of buses and the upgrade of depots through Transport SA, so it is not the only figure that is being spent on the public transport system but it is important. It will be used for the installation of information units at the Colonnades interchange. I understand that only yesterday or the day before Mitcham Council made a good decision.

**Ms Webster:** It has just agreed to the installation of a range of information units through the entire council area, so that three council areas in the inner south will now participate in a specialised trial to increase patronage.

**The Hon. Diana Laidlaw:** One of the reasons for the information signs going up in that inner south area is that the PTB has judged from its customer profile that that area is the best opportunity to improve patronage across the system. There are others, including students, specialised workplace needs and Mr Payze and his friends going to Football Park. We can do a whole range of things to build up patronage, but

special research on the inner south has been undertaken by the PTB, and that is why the units are going there.

The big information units that we see down King William Street will also be installed at the Elizabeth Shopping Centre, Elizabeth Station, Arndale Interchange, West Lakes Interchange and Munno Para Salisbury Interchange. The sum of \$130 000 is allocated for modifications to the ticketing equipment, \$80 000 for patronage software improvements and specifications for a new ticketing system, as I mentioned earlier in answer to Mr Such. In addition, \$65 000 is allocated for surveillance cameras at the Paradise Interchange.

*Ms Bedford interjecting:*

**The Hon. Diana Laidlaw:** Good. Also being undertaken are car parking facilities at Paradise and Klemzig and increased security on the Adelaide O-Bahn in conjunction with the Campbelltown and Port Adelaide Enfield Councils.

**Mrs PENFOLD:** The Minister mentioned the Crouzet ticketing system. I believe that the tickets have previously been purchased in France. Is any work being done on that?

**The Hon. Diana Laidlaw:** When the Crouzet system was purchased, some undertaking must have been made at the time that all the tickets we use on a daily basis are imported from France, and that is quite extraordinary. I am very pleased that the Passenger Transport—

**Mr KOUTSANTONIS:** It won an award.

**The Hon. Diana Laidlaw:** We do not necessarily have to do that for our tickets, and I am pleased that the Passenger Transport Board has undertaken a trial with Adelaide High School to determine whether we can use an Australian manufacturer of the tickets with the magnetic strips. There have been problems from time to time with the magnetic strips, which are an important part of validating and getting the patronage correct. The single trip tickets can be a paper product and have been sourced locally for the past 10 years, but the multi-trip tickets are made of PVC and have been imported. Initial testing, including an in-house trial with PTB staff and a subsequent trial with Glengowrie tram staff, is proving successful, and that trial is now being extended to Adelaide High School students. Ms Webster has observed that if it works with students it will work with everyone. The PTB sees an opportunity to save \$100 000 per annum simply by sourcing the tickets within Australia.

**Mr KOUTSANTONIS:** I refer the Minister to the planned year 2000 new year's eve celebrations, when an estimated 300 000 people are expected to descend upon the City of Adelaide. Can the Minister advise of the proposals under consideration with respect to the coordination of passenger transport services for new year's eve? Presumably, there will be additional services to meet the additional demand on that night?

**The Hon. Diana Laidlaw:** The Lord Mayor and I have met about this and subsequently I have asked Ms Webster to work with the council, all the operators, the taxi services and particularly the police. She has started meeting with these groups, and there may have been a meeting yesterday. I will ask Ms Webster to elaborate.

**Ms Webster:** Obviously it is very important to have successful public transport services for new year's eve, which is likely to be bigger and better than ever before. A series of meetings has been held, and it will not be the easiest event to organise, but the Passenger Transport Board can say proudly that its performance with regard to special events, whether they be the Sky Show or Sensational 500, have been notable successes and have helped move large numbers of people in short times. The planning is intense at the moment. There is

always a balance between meeting people's transport, safety and event needs, and certainly there have been some vigorous discussions over the past weeks as to how best to organise that. We believe as a result of a meeting yesterday that we have come up with a plan that is likely to work.

**The Hon. Diana Laidlaw:** It will work.

**Ms Webster:** Of course it will work. One challenge that always remains is that we are unsure how many people will attend, but we certainly have a detailed and complex plan in action to deal with Click 2000.

**The Hon. Diana Laidlaw:** I add that the Bus and Coach Association has written to me to ask how it could be involved. I have indicated that the PTB has contractual obligations to the regular transport operators, and therefore it would not be appropriate unless it was used in the regular transport system and with the validation of tickets. However, if it wants to be involved in the private hire and charter business, of course it should. If it wants to provide a free service from country areas, just as the Motor Accident Commission has provided sponsorship for TransAdelaide, Hills Transit and Serco for the operation of free services on any other new year's eve for some years now, the association should approach the Motor Accident Commission (MAC). It could ask whether, because of the issue of country road safety and the like, MAC would also be prepared to sponsor country bus services with free transport on new years eve. Country members might wish to take up this issue, and not only through the bus and coach industry.

**Mr KOUTSANTONIS:** Given that New Year's Eve will fall on a Friday and the city—

*The Hon. Diana Laidlaw interjecting.*

**Mr KOUTSANTONIS:** I planned my New Year's Eve last year.

*The Hon. Diana Laidlaw interjecting.*

**Mr KOUTSANTONIS:** It is a secret.

**The CHAIRMAN:** Order! The Minister can speak to the member about personal arrangements later.

**Mr KOUTSANTONIS:** Given that New Year's Eve falls on a Friday and that city traffic will be blocked after 6 p.m., what provisions have been made for late night shoppers? Will late night shopping be rescheduled or cancelled on that night? Does the Minister expect difficulty obtaining drivers to work on New Year's Eve and will extra surcharges be introduced for the drivers?

**The Hon. Diana Laidlaw:** I am not sure whether that issue has been raised by the work force with TransAdelaide, Serco or Hills Transit. When Ms Filby is here, we can ask that of her. Michael Armitage, as Minister for Government Enterprises, is responsible for shop trading hours. I know that he has been approached by both the SDA and the retail traders about this issue. I think some of the retail traders want to continue operating after 6 p.m. but that smaller businesses and some of the work force do not want to work. He is addressing that issue. I am not sure whether he has been before the Estimates Committees yet; if he has not, you may wish to ask him that question.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order! The member should ask his question through the Chair.

**The Hon. Diana Laidlaw:** I do know some bits and pieces, but I do not take the matter to Cabinet and I do not do the formal consultation with the SDA and others. Dr Armitage does that, but I have been speaking to him because it does affect our services and the rest.

**Ms BEDFORD:** I understand that the Minister has a report which details the costs of benefits of electrification, concrete re-sleeper and standardisation of the entire Adelaide suburban rail system and that the outcome of that report indicates the environmental and financial benefits of electrification. Why has this report not been made available to Parliament for examination and action?

**The Hon. Diana Laidlaw:** I am not sure whether you were given this question by Mr Dickson from the Rail, Bus and Tram Union or Mr Loader from your office—he works with you, does he not? What is he trying to stop?

**Ms BEDFORD:** I do not know.

**The Hon. Diana Laidlaw:** Mr Loader, whom we often hear on the radio as representing some community group which bases itself at Ms Bedford's office—

**Ms BEDFORD:** No, he does not.

**The Hon. Diana Laidlaw:** It is very interesting that he never declares that he works for a left wing member of the Labor Party. It is also interesting how Liberal members and others have to declare themselves all the time and Mr Loader does not. We will keep telling the media of Mr Loader's interests and they can judge his reports in future on that basis.

*Ms Bedford interjecting:*

**The Hon. Diana Laidlaw:** I am answering the question. I think Mr Dickson might have given the honourable member this question because, as Secretary of the Rail, Tram and Bus Union, he did raise this matter with me recently. TransAdelaide has done some further costing of these matters. It has not been a study specifically undertaken by the Government as part of the 10 year investment infrastructure plan to which I referred earlier, but it is work that has been undertaken by an officer in TransAdelaide.

**Mr KOUTSANTONIS:** I refer to the contract between the PTB and Chubb Security. I understand that Chubb Security officers are authorised as passenger transport inspectors. Although I have asked the omnibus questions, I would like to know how much it cost the PTB to engage Chubb Security for 1998-99 and 1999-2000? Why was the contract not put out to tender? Is the effectiveness of the Chubb inspectors monitored and evaluated when the contract is due for renewal?

**The Hon. Diana Laidlaw:** I will need to seek information in terms of tender price and the like. Ms Webster can outline what arrangements are in place in terms of monitoring the contract.

**Ms Webster:** Certainly, Chubb Security officers are used by the PTB as part of our contract compliance and enforcement unit. They are provided under a contract, of which I will check the details, but Chubb certainly provides the appropriate service and training, and we provide authorisation of specific officers. They are used on an as-needs basis during special events and other activities.

**The CHAIRMAN:** Order! Can we have a little quiet in the gallery please.

**Ms Webster:** Certainly, the taxi industry sees them as being successful, but I will get details of how much it costs and the tender.

*Mr Koutsantonis interjecting:*

**Ms Webster:** Because of the feedback we have received. I will provide letters for you, but comments were made publicly about two weeks ago after a report in the paper by members of the industry—certainly Mr Savas and SATA—in support of the use of inspectors and their success in monitoring standards in the industry.

**Mr KOUTSANTONIS:** I have a supplementary question. Are they evaluated? You said that they were trained for the job. You said that they have all the qualifications to exercise their role as PTB inspectors. What process is in place to monitor that they are doing the job properly? Is there a system where people can complain or praise Chubb Security guards? You said they have been praised: how can someone do that?

**The Hon. Diana Laidlaw:** Any member of the public can praise them by writing a letter to me, the Passenger Transport Board or the taxi companies, or by telephoning a commendation or a complaint.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** Yes, there is. Do you have that information, Ms Webster?

**Ms Webster:** Not off the top of my head, but there is a taxi phone line.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** For the public to comment on the service that is received, all those avenues are available. Those in the taxi industry, as you know, are very active in telling the Minister—and I suppose they tell you if they are not happy about something. I have not heard from those in the taxi industry—whether it be representatives of Adelaide Independent, Suburban, Yellow, Des's, Access Cabs or any of them—that they have been unhappy with the arrangements. My understanding is that they have been pleased with the arrangement in terms of lifting standards and that Chubb Security has been working well with the taxi companies' authorised officers to build up the industry. They have not been upset about any action taken to lift standards.

It does not reflect well on the industry as a whole if one character is smoking in the cab, is not wearing deodorant or is breathing garlic over someone. It is not the nicest experience. The industry as a whole is trying to lift its standards, and I think it has welcomed the support of the PTB funding these Chubb officers. I have heard no complaint at all.

**Ms Webster:** In fact, they have been supportive and a number of them did that publicly over the past couple of weeks.

**Mr McEWEN:** Given that there will be reasonable pressure on the public transport system in the early hours of New Year's Day, which I have now learnt will be a Saturday, what guarantees do we have about Y2K compliance in both ticketing systems and scheduling systems? Obviously if they are not fully compliant there could be an immediate reaction.

**The Hon. Diana Laidlaw:** Minister Matthew has a system whereby in every Government department every piece of equipment, whether it be computers, traffic lights, hospital equipment or, in this instance, ticketing systems, is being monitored and, at some great expense to taxpayers, rectified where the need is identified. At the moment, the Passenger Transport Board is not compliant but will be by the end of June. In the meantime, Ms Webster has sought assurances from all her suppliers that they will be, and she is monitoring that.

**Ms Webster:** It is predominantly complete now.

**Mr McEWEN:** Referring to country concessions, I understand that earlier in the year the Minister put in place some half concessions for students over the age of 15. How is that working? What type of costs exist in relation to country concessions?

**The Hon. Diana Laidlaw:** For the next financial year we have budgeted \$365 000 for a full year of concession

reimbursement to operators when they carry on their country bus services full-time students aged over 15. The concession is 50 per cent on the price of a ticket. I am not sure that I have reports on the number of students, but I can provide to the honourable member, particularly in terms of his own electorate, details of the number of students taking advantage of this Government concession.

**Mr Atkinson:** Why don't you do it for my electorate?

**The Hon. Diana Laidlaw:** Your electorate already has a concession in terms of public transport. Until the Government addressed the problem from January this year, outside the country area full-time students were paying full fare; next year will be the first full year.

**Mr McEWEN:** The significant issue here is that the member for Spence is moving to a country electorate. This is exciting news for all, because we are dealing with country concessions.

**The CHAIRMAN:** Order!

**Mrs PENFOLD:** What is the State Government doing to improve community transport in regional South Australia?

**The Hon. Diana Laidlaw:** There will be big expenditure in community transport systems: \$295 000 is proposed for the coming year. I am also particularly pleased that the Women's Advisory Council, as a result of its consultation with country women in particular, has been heavily involved in the promotion of community transport networks. In areas where there is no public transport, very few taxis, distances are great and sometimes services have been regionalised, it has been quite an issue, particularly with the ageing of the community in country areas. For older women who can access this service, see their friends or, if their husband or family member is in a nursing home and they are on a farm and they may want company in terms of distance of travel, the community transport networks work well.

Seven such networks operate at the moment. As a result of feasibility studies in the areas in question, further community transport passenger networks are planned over the coming year for Yorke Peninsula, Kangaroo Island, the Adelaide Hills and the Upper Mid North. In the meantime, the seven networks are: the southern community transport network, the host organisation being the District Councils of Victor Harbor and Alexandrina; the Barossa community transport network, the Barossa Council being the host organisation; the Murray-Mallee community transport network (District Councils of Coorong, Southern Mallee and Karoonda East Murray); the South-East community transport network, the Red Cross being the host organisation in that instance; the Mid North, with the Mid North local government region being responsible; the Riverland community transport network, hosted by the District Council of Berri-Barmera; and the Eyre Peninsula community transport network, the Australian Red Cross (South Australia), again, being responsible in that instance. All coordinators met in Adelaide last week to share knowledge and to promote their practices.

**Mr KOUTSANTONIS:** The waiting time for an Access cab during Christmas 1998 was up to five hours. The Minister referred earlier to keeping election promises. Will the Minister release additional Access cab licences as promised at the last election? Has there been any consultation with the industry about releasing the additional Access cab licences?

**The Hon. Diana Laidlaw:** At the present time the Passenger Transport Board is looking at this issue of licences. The Government did issue a policy a couple of years ago involving seven additional licences each year for some five

years but for that to be reviewed after about three years. The taxi industry actually got quite upset about that. Subject to the whole national competition policy, which we have been required to undertake in terms of the Passenger Transport Act, the taxi industry and the regulation generally, the issue of licences, whether it be for Access Cabs or generally, has been put on hold. I am waiting for that report, for national competition policy purposes, on the Act and that will address the licence issue. There is no doubt that with an ageing population in South Australia and with more people being eligible and becoming members of the transport subsidy scheme, there is a growing demand, particularly at peak hours and on peak days, for more taxis.

It was a pretty big disaster for many families on Christmas Day in terms of waiting times. A couple of people in my office who have family members were severely let down by the system. I believe that the Access Cabs people were let down by a number of drivers who actually took individual telephone bookings and who did not go through the system when it had been anticipated that they would be available to work. Across the board, it was not a success. Mr Wally Sievers gave the Passenger Transport Board and me a very thorough report about what went wrong. For Mothers Day, a new system was introduced as a trial. I understand that Mothers Day, other than Christmas Day, is the second biggest day of demand for the services of Access Cabs. This was a pre-booked system where the drivers were required to inform Access Cabs whether or not they were available. I believe that people were booked into various times. Ms Webster, do we have further details on the Mothers Day trial?

**Ms Webster:** Certainly, it was much more successful.

**The Hon. Diana Laidlaw:** What were the components of it?

**Ms Webster:** The components were simply about getting a commitment from the drivers and pre-scheduling work in a way in which the drivers knew to go from one job to another. So, Access and the drivers are working together to see whether they can refine that system for further special events, because the next one which will be a challenge is Fathers Day. Certainly, we will be trialing expansions to that system, especially in regard to direct bookings, because the Fleet Advisory Committee that has been set up is looking in particular at the issue of direct bookings and how to ensure that they do not conflict with bookings made through the centralised booking agency.

**The Hon. Diana Laidlaw:** I am advised that the customer waiting time was six minutes on Mothers Day and that 94 per cent of all Access Cab jobs are started within 30 minutes of the time requested.

**Mr KOUTSANTONIS:** When does the contract between the Passenger Transport Board and the Yellow Cabs group for the Access Cabs booking service expire? Did it go to tender? Will the Minister release the other tenders?

**The Hon. Diana Laidlaw:** Every taxicab company that could provide a radio network was invited to tender. Yellow Cabs won the tender for the five year contract which started in December 1997.

**Mr KOUTSANTONIS:** I refer to bus lanes. Does the Minister support the modification of bus lanes for use by taxis when transporting passengers in peak hours? Has the PTB or Transport SA done any research on the matter, and what would be the cost to the taxpayer of introducing a system whereby taxis could use bus lanes?

**The Hon. Diana Laidlaw:** We have very few—not enough—dedicated bus lanes in the metropolitan area. We

have invested through Transport SA. Mr Payze may remember from the time he was the Director of Transport SA the costs and other factors that were important at the intersections and the lights. Generally I have not supported the concept of taxis using the bus lanes. Buses have to stop and start in those lanes, even though they may be provided with a dedicated lane. To have taxis weaving in and out while they are trying to operate what we hope will be a speedier and more efficient public transport service seems to defeat the purpose.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** I understand that. They do not have to validate their ticket. I want people to validate their ticket and lift our public transport patronage as well. I do not mean that at the cost of taxi journeys. In other places around the world a high occupancy lane is provided on the road network, but that is generally where there is a freeway system. I understand that, like the people in the electorate of Bragg, the people in the honourable member's electorate do not want a freeway through their electorate. I cannot see that there will be many freeways through Adelaide, and without a freeway you are highly unlikely to have a high occupancy dedicated lane on any road system in the metropolitan area. Mr Payze has said that on the Southern Expressway in future there is an opportunity for such a thing to be considered, but I doubt that that will be the case in the metropolitan area.

**The CHAIRMAN:** As that question was on Trans-Adelaide, I will open that line.

**The Hon. Diana Laidlaw:** I know that you are being nice, Mr Chairman, but this is very sensitive. Because Trans-Adelaide is bidding for work with other companies, we have to be quite specific and scrupulous in terms of any suggestion to any other bidder that there is any relationship between PTB and TransAdelaide. It is something I work at all the time and something of which I am very conscious.

**The CHAIRMAN:** We will agree to that.

**Mr KOUTSANTONIS:** Do any other States in Australia allow their taxis to use bus lanes?

**The Hon. Diana Laidlaw:** I will find out for the honourable member.

**The Hon. R.B. SUCH:** On behalf of the member for Hammond, will the Minister indicate when the submission on the standardisation of the Tailem Bend to Pinaroo section of the railway line will be presented to the Public Works Committee?

**The Hon. Diana Laidlaw:** On Crown Law advice there is no need to submit it, and Mr Lewis can pursue that through the proper avenues.

*The Hon. R.B. Such interjecting:*

**The Hon. Diana Laidlaw:** I know.

TransAdelaide, \$5 264 000

#### **Additional Departmental Advisers:**

Ms S. Filby, General Manager, TransAdelaide.

Mr S. Warren, Manager, Finance.

Ms S. Hanlon, Manager, Corporate Relations.

**The CHAIRMAN:** Does the Minister have an opening statement?

**The Hon. Diana Laidlaw:** Following the passage of legislation late last year, TransAdelaide has now been established as a corporatised publicly owned company with a commercially focused agenda and a new board. This structure is considered to place the organisation in the best



possible position to win service delivery contracts let by the Passenger Transport Board. To meet the challenge presented by operating in the competitive environment, TransAdelaide has been examining every aspect of its business. A new review of all non-core activities has been conducted. A new organisational structure has been approved. The organisation's financial structure has been revised to reflect its three business units—bus, rail and tram—and infrastructure. The organisation's corporate Government framework has been reviewed and the executive group has been significantly reduced.

TransAdelaide recently launched its 1999-2000 strategic plan, which defines the organisation's priorities for addressing customer staff and business issues over the next 12 months. TransAdelaide recognises that the delivery of a high quality customer service at a competitive cost is paramount. Accordingly, innovative products and services have been introduced over the past year, ranging from the installation of surveillance cameras on board all 3 000 class rail cars to the introduction of the West Lakes Mall loop service in partnership with West Lakes Mall and the City of Charles Sturt. This is a first in Australia in terms of bringing the private sector, the public sector and a local council together. It is working well.

Over and above the provision of regular passenger services, TransAdelaide has again supported a significant number of major events and sponsorship activities. In the area of human resource management TransAdelaide has established a career services centre to assist redeployed staff develop job search skills; it has introduced a drug free workplace policy; and it is in receipt of a level three Work-Cover rating, which is very good. TransAdelaide's rail upgrade program continues to improve facilities at suburban railway stations. Improvements include upgraded lighting, the gradual installation of open construction shelters designed to increase security for customers, improved station car parking facilities, the upgrade of pedestrian crossings and maze works to replace subways.

Accessibility for passengers with special travelling needs is a key consideration in planning services and strategies, ranging from the purchase of more fully accessible buses to raising platform levels for greater wheelchair and pram access. Overall, TransAdelaide remains committed to working with its employees to build and maintain a strong business that develops quality and cost effective services and which in the longer term increases the viability and value of its business to its customers, its employees and its owners—the people of South Australia.

**The Hon. R.B. SUCH:** Given that TransAdelaide owns the land abutting Parliament House to the north and the west, and whilst I am not suggesting that Parliament is likely to embark on a building program in the new future, is it possible to ensure that that land is retained if Parliament does wish to extend or conduct additional building work in that area? I refer to the land immediately to the north-west of Parliament House. I am told that TransAdelaide owns that land. This matter was raised before another Committee.

**The Hon. Diana Laidlaw:** Do you mean the land adjacent to the roadway that goes down underneath—

**The Hon. R.B. SUCH:** Yes, north-west of the building. I understand that TransAdelaide owns that land. I raise this matter only to ensure that, if there is any thought about disposing of any of that land, the needs of Parliament would be considered.

**The Hon. Diana Laidlaw:** Government policy in terms of the disposal of land is to offer it to other areas of Government first. So, the Parliament could well be brought into that process. The land would not be put onto the open market. Now that TransAdelaide has been corporatised, under the Act I still have the power to direct. So, my direction is that TransAdelaide had better let us know first before it plans to sell this land.

**The Hon. R.B. SUCH:** It is complicated by the fact that there is talk about ASER possibly—

**The Hon. Diana Laidlaw:** I thank the honourable member for raising this matter. The General Manager and the Finance Group General Manager of TransAdelaide are both aware of this. TransAdelaide would never advance such a sale without alerting me and Parliament in terms of the options.

**The Hon. R.B. SUCH:** What reviews have been undertaken in relation to the non-core activities of TransAdelaide, and what action has flowed or is likely to flow from that review?

**The Hon. Diana Laidlaw:** The TransAdelaide 1998 strategic plan identified that for TransAdelaide to be competitive the method by which it delivers its internal services must also be competitive. Accordingly, TransAdelaide undertook a series of support services to assess the relevance of a function of support core business and the options for service delivery. It was further decided that TransAdelaide would seek to employ the most appropriate method of service delivery based on quality, cost and contribution to core business. The support services review was concluded in March this year with the following major decisions endorsed by TransAdelaide. It was determined that the internal audit be contracted out. Is that correct?

**Ms Filby:** That is correct. The tender process is under way at the moment. With regard to cleaning, we have some existing contracts in respect of railways and bus stations, and the general philosophy will be extended.

**The Hon. Diana Laidlaw:** Railcar maintenance was also reviewed, and it was determined that that would also be put out for expressions of interest. However, at the same time, the work force indicated that, if it was put out for expressions of interest and request for tender, it would be keen to put in an in-house bid. That has been done, and I understand that five private sector companies have been short listed for railcar maintenance, and the in-house bid will also be considered.

**Ms Filby:** Five bidders plus the in-house bid will respond to our request for proposal.

**The Hon. Diana Laidlaw:** The other area is materials management. Some general studies have been undertaken at this stage. So, across the board, these functions, which are deemed to be non-core functions, have been assessed to determine the most efficient way to help TransAdelaide to maintain and win business in the future.

**The Hon. R.B. SUCH:** I refer to a couple of issues that I have raised privately with the Minister in the past. One involves the possibility of putting a bit of colour into some of our railway stations. I realise that some of these stations are heritage listed, so care would have to be taken. My suggestion was to paint some of them in the colours of sporting teams.

*An honourable member interjecting:*

**The Hon. R.B. SUCH:** Not the Crows on the Port line. My other suggestion is that, given that railcars have a speaker system, there is the possibility, without driving passengers bananas, of reminding people about up-and-coming events in Adelaide or about arts activities—and this would be close

to the Minister's heart—before the train gets to the station. It appears that there are many resources that could be more fully utilised to tell people about activities in Adelaide. These are two possibilities for brightening up the system and encouraging patronage.

**The Hon. Diana Laidlaw:** Regarding the suggestion about reminding people of activities in Adelaide, I would be keen to do this if the Tourism Commission was interested in working with us, because we have the vehicles available. So, if tourism and others wanted to advertise their events, we could provide space for them to do so. I cannot see us gathering all the information and producing all the materials.

**The Hon. R.B. SUCH:** The speaker system is already installed in railcars for drivers to talk to passengers, which they do now. You could use it to promote activities and the arts.

**The Hon. Diana Laidlaw:** There are some big issues for drivers to think through at present regarding their business practices generally. We will add this, but I will not suggest that they do it. Ms Filby may wish to comment.

**Ms Filby:** One thing we would need to take into account is the need for drivers not to be distracted from their core function, but we could certainly look at ways to promote those activities around the system generally.

**Mr McEWEN:** It would be a prerecorded message. It would only be a tape: you would not have the driver doing the spiel.

**The Hon. Diana Laidlaw:** Those are the sorts of matters that we would have to discuss. Within TransAdelaide, industrial issues are being talked through at all levels. I am not going to suggest, enthusiastically, that this is something that they should take on when we are looking at a whole range of their duties.

**The Hon. R.B. SUCH:** What about brightening up the stations?

**The Hon. Diana Laidlaw:** I could not agree more. That horrible green—I call it 'graffiti green'—is a magnet for people to put more mess onto some stations. Generally, TransAdelaide has been highly successful with its anti-graffiti and anti-vandalism push. When we came to government, the former STA was allocating \$1 million a year to the prevention of vandalism. That amount has decreased across the system to about \$300 000. So, there has been a big improvement in the way in which we are addressing this issue. I would love to see an upgrade of stations generally as well as brighter colours.

**Mr KOUTSANTONIS:** I refer the Minister to a document prepared by TransAdelaide entitled 'Assessment of Contract Area Competitive Position'. Section 4 headed 'Political sensitivity' states:

The attached map overlays contract boundaries on metropolitan electoral boundaries, which in turn are distinguished by Liberal versus ALP electoral representative. Any assessment of political risk associated with winning or losing a contract is highly uncertain. However, we may expect that:

- a Liberal Government is *less* likely to introduce a new service provider in contract areas encompassing marginal electorates due to risk of disruption. The most electorally sensitive contract areas are the following, which each include two seats held on a margin of less than 4.5 per cent:

- East (Hartley—Lib. and Norwood—ALP)
- Outer Northeast (Wright—ALP and Florey—ALP)
- Southwest (Elder—ALP and Mitchell—ALP)
- Outer South (Reynell—ALP and Mitchell—Lib.)—

that is wrong—

- based on experience in the previous contract round, a Liberal Government is *more* likely to introduce a new player in safe ALP

held areas. On this basis, the ALP dominated Northwest and Le Fevre areas are the main candidates for outsourcing, while the safe Liberal inner south and east are less likely to be outsourced.

In summary, political risk associated with contract areas presently operated by TransAdelaide may be ranked (roughly) from safest to highest risk of outsourcing as follows:

Table 5	Political Risk	Ranking
Contract		
Inner South		1
East		2
Outer South		3
Southwest		4
Outer NE		5
Minor		6
Rail		7
Tram		8
Northwest		9

What was the cost of producing this document, who produced it, on whose authority, and to whom was it distributed?

**The Hon. Diana Laidlaw:** Most of those questions and the same extract was read by the shadow Minister during the Estimates Committee I think last year, so it is all a 'has been'—a bit like the Labor Party's questions and policy generally. I will ask Ms Filby, as General Manager, to respond. It was not a document that I sought. I do recall that Ms Filby issued a statement following questions in this place about the document, and she may wish to repeat that statement to this place. What I can confirm very strongly today, as I did last time, is that the propositions put forward are just stupid. They are nonsense, because the process followed by the Passenger Transport Board—

*Mr Atkinson interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** —was to set up a committee to assess the tenders, and that committee was chaired by Mr Tom Sheridan, former Auditor-General, the same Mr Sheridan whose services have recently been used by Mr Michael Knight for various issues that the New South Wales Labor Government looked at. He is just not a political animal. He was charged—

*Mr Atkinson interjecting:*

**The Hon. Diana Laidlaw:** No, listen. Whether he is junior, deaf or over-excited, I do not know. All I am saying is that—

*Members interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** It is important that you try to understand—

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** That is pathetic. This is not my document. You say that outside this place. You say outside this place that Mr Sheridan politically contaminated the tender assessment process, because that is what is being said.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** This is pathetic.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order! The member for Peake will come to order.

**The Hon. Diana Laidlaw:** I did not do it.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order! The member for Peake will come to order.

**The Hon. Diana Laidlaw:** We went through this all last year. Nine months ago this whole issue was debated in this place. It is rather sad, Mr Chairman, to think that the same

questions that were addressed in this place nine months ago are being regurgitated by the Labor Party today because it has no—

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** I will get to that, and I have already said that Ms Filby will answer that question. I am putting the answer in context. The tendering process is one where Mr Sheridan and a panel of three other people assessed the tenders and made the recommendations to the Passenger Transport Board, but the Parliament deliberately determined that the tender process is the responsibility of the Passenger Transport Board, and the Act specifically provides—and this was in the Bill that I introduced on behalf of the Government—that—

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** —the one area where the Minister cannot direct the Passenger Transport Board—and that reference to ‘direct’ was to TransAdelaide, not to the Passenger Transport Board—

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** You are so thick that you are getting the two issues muddled. The Passenger Transport Board is a completely different entity from TransAdelaide. Even Mr Atkinson would understand that. It specifically states in the Passenger Transport Act that the Minister cannot direct the PTB in terms of the tender process.

**Mr KOUTSANTONIS:** What is that for?

**The Hon. Diana Laidlaw:** That is a TransAdelaide document, which is quite separate from the PTB process. I am saying that the PTB process is politically free and was deliberately designed as such.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** That is an officer within TransAdelaide, which is quite a separate exercise from the assessment process, which I do not think any member of Parliament would ever wish to suggest was contaminated politically, as that document does.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** It suggests that Mr Sheridan was corrupt, and that is not something that I think any of us would entertain.

**Mr KOUTSANTONIS:** It is your department.

**The Hon. Diana Laidlaw:** Ms Filby may wish to discuss that document. As I said, she has already put out a statement divorcing TransAdelaide from consideration of that document. The officer was there on a short-term basis with little history—and no history at all now in terms of TransAdelaide.

**Ms Filby:** Thank you for the invitation. The paper was not commissioned by TransAdelaide. It was part of some draft environmental scanning work that was being undertaken in preparation for tenders that were to be called and have now been called. It was an internal draft document only and was released only to the Executive. It certainly has no standing within TransAdelaide: it has not been proceeded with. In fact, TransAdelaide is well aware that we have to win the business on the case that we put in response to tenders, but the ball is quite clearly in our court.

**Mr KOUTSANTONIS:** I have a supplementary question. In my initial question I asked directly for the name of the person who wrote this and whether that person was still employed within the Minister’s department.

**The Hon. Diana Laidlaw:** The officer was on a short-term contract. That contract expired last year.

*An honourable member interjecting:*

**The Hon. Diana Laidlaw:** I do not think there is anything to gain from giving the officer’s name.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** I have said three times that he is not engaged by TransAdelaide. I do not know whether he is engaged by other people. It is my understanding that he is certainly not within the portfolios for which I am responsible, and that is not because I have required that he not be around.

*Mr Atkinson interjecting:*

**The CHAIRMAN:** Order!

**Mr KOUTSANTONIS:** From what the Minister has told us she expects us to believe that the report was part of some draft environmental scanning work, I think she called it—

**The Hon. Diana Laidlaw:** I did not; Ms Filby did.

**Mr KOUTSANTONIS:** Okay, fob it off onto someone else.

**The CHAIRMAN:** Order! The member is out of order.

**The Hon. Diana Laidlaw:** I did not make the statement.

**Mr KOUTSANTONIS:** Blame the bureaucrats.

**The Hon. Diana Laidlaw:** I did not blame the bureaucrats—

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** The statement was not made by me.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order! I warn the member for Peake.

**Mr KOUTSANTONIS:** She is calling me ‘thick’ and you are warning me!

**The CHAIRMAN:** The member for Peake will ask his second question.

*An honourable member interjecting:*

**Mr KOUTSANTONIS:** Yes, be consistent.

**The CHAIRMAN:** The member was criticising public servants.

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**Mr KOUTSANTONIS:** The Minister expects the Opposition to believe that, even though TransAdelaide drafted a list of criteria on how contracts should be tendered out according to which members of Parliament sit in which electorates and their political affiliation, this was ignored completely when it went to the tender process and that this in no way polluted the process of outsourcing TransAdelaide routes. It seems to me that, anyone who has read this document and has seen the map, quite obviously would say that something is crooked. The Minister says that the person who commissioned this did it without her authority. She will not answer any of the questions directly: she asks for the bureaucrats to answer the questions so she cannot be held accountable for this decision. Will the Minister assure us that the person who wrote this report is not on the personal staff of any other Liberal member of Parliament and that the person who wrote this is no longer in the employment of any of the departments for which she is Minister?

**The Hon. Diana Laidlaw:** What is the point of the question?

**Mr KOUTSANTONIS:** Is the person who wrote this document still working for any member of Parliament?

**The Hon. Diana Laidlaw:** I do not even know the name of the officer. I have been told that the officer was on a short-term contract.

**Mr KOUTSANTONIS:** Can we have the details of that contract?

**The Hon. Diana Laidlaw:** I would have to ask Ms Filby. I do understand that, in terms of respect for the public sector, you do not go around naming members of the public sector.

**Mr KOUTSANTONIS:** That is perfectly okay for your reasoning but I want to know who drafted it.

**The Hon. Diana Laidlaw:** Could I also say, Mr Chairman, that the statements that have been made are logically inconsistent, but I suppose I should not expect more. What I would like to indicate is that—and I said all this in the Legislative Council nine months ago—it is nothing to do with me. I have said that time and again. An independent committee is established to assess the tenders received by the PTB. That committee was headed by Mr Sheridan. Now if the member is suggesting that Mr Sheridan is crooked—

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** But the member's arguments are that this process was contaminated, and in raising these matters the member has said that there is something crooked in the process. If the member is saying that Mr Sheridan is crooked, I have never associated myself with that report and I have said a thousand times (and again and again today) that the person is wrong because what they are suggesting is that Mr Sheridan—and the member is suggesting the same by repeating the statements—is a political animal—

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** No, I am not; I am quite relaxed about it. I also find it quite interesting that Serco goes through the seat of Adelaide. That has never been assumed by anyone to be a safe seat, so I do not understand from where the member is coming. As I say, the member's arguments are illogically inconsistent and so is the paper.

**Mr KOUTSANTONIS:** For what purpose does TransAdelaide collect material on an electorate basis; and what is the cost to TransAdelaide to collect such data?

**The Hon. Diana Laidlaw:** I do not think TransAdelaide has ever been asked to collect material on an electorate basis. If it has, I think members of Parliament would wish to know what is being spent in their electorates in terms of public transport and other issues. Many of the questions asked today have been, 'What is being spent in my electorate?' It is useful for members of Parliament to have that information, in terms of the accountability of Government funds and what is being spent. I am not fussed about whether or not TransAdelaide has been asked to do that. If it has been asked to do that, I would think that that was right and proper in terms of members of Parliament being made aware of what was being expended in their electorate.

In terms of cost, I suspect that my answer is just the same as it was when a similar question was asked during debate on Transport SA. It does not take much wit or time to say what is being spent on Blackwood station or what is being spent on the station in the electorate of the member for Spence. I would have thought that it was half an hour's work.

**Mr KOUTSANTONIS:** I ask a supplementary question. I gather from the Minister's answer that there is virtually no cost involved in collecting such data and that the materials are made available to members of Parliament on an electorate basis. I am assuming then that, because TransAdelaide collects data in such a way, it does it to inform members of Parliament of what works are being undertaken in their electorates with regard to TransAdelaide. Therefore, every member of Parliament should be getting a regular update

from TransAdelaide regarding their electorate in terms of TransAdelaide.

**The Hon. Diana Laidlaw:** I can provide that easily. For instance, I can tell you now what work is being done on railway station upgrades through Labor electorates, including Kilkenny—

**Mr KOUTSANTONIS:** I am asking you to send everybody out a list.

**The Hon. Diana Laidlaw:** No; I have the material here. If you ask me what has been spent on the Alberton railway station, and that happens to be in the seat of Price, I will tell you straight out: the upgrade of the pedestrian bridge—

*Mr Koutsantonis interjecting:*

**The CHAIRMAN:** Order!

**The Hon. Diana Laidlaw:** I will go through the station upgrades. This will clearly be useful for members. At Elizabeth, a Labor held seat, a new building and the raising of the platform will start in May to June and \$590 000 is involved, clearly the biggest expenditure across—

**Mr KOUTSANTONIS:** Are you willing to table this?

**The Hon. Diana Laidlaw:** Yes; this is public knowledge. I would have thought you would be thrilled that \$590 000 is being spent at Elizabeth. I will have this incorporated in *Hansard*, but in the meantime I will read it.

**Mr KOUTSANTONIS:** There is no need to read it; let me read it.

**The Hon. Diana Laidlaw:** I am quite happy to read it, because you are so keen to know what is happening in Labor electorates. I will provide you with the knowledge: at Elizabeth, for a new building and to raise the platform, May to June, \$590 000. I think Tonsley is in Mr Hanna's electorate, so he will be pleased to hear this information. Works are in progress involving \$28 000.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** No, you have asked the questions.

**Mr ATKINSON:** I rise on a point of order, Sir: perhaps the Minister is not familiar with the Standing Orders of the House of Assembly but they provide that the Minister shall answer the substance of the question and not debate the matter. The Minister was asked about breakdowns by electorate: we are now getting a mere list of station upgrades, which is not pertinent to the question.

*Members interjecting:*

**The CHAIRMAN:** Standing Orders regarding Committees provide clearly that the Minister can answer the question in the manner she sees fit—and it is relevant.

**The Hon. Diana Laidlaw:** Work undertaken in 1998-99 included resurfacing of the platforms at Woodlands Park and Clarence Park, which was completed and involved \$20 000 each, and the lighting and shelter upgrade at Glenalta—

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** I am providing what you have asked for—the amount of money that is spent across the metropolitan area. It is interesting that, when you do not like the answer, it was not what you sought but, when you want to suggest that it was assigned by electorate, you are very keen to know what was being spent.

**Mr KOUTSANTONIS:** I rise on a point of order, Sir: I specifically asked the Minister whether this information is regularly sent out to members. Now she is going through it, because she does not send out the information to members—

**The CHAIRMAN:** There is no point of order. The Minister is answering the question as she sees fit.

**The Hon. Diana Laidlaw:** The Scott Park subway upgrade to reduce flooding was allocated \$100 000; the Lynton lighting upgrade, \$25 000; and the upgrade of the Alberton pedestrian bridge lighting, \$160 000. For the

coming year, \$70 000 has been allocated for a new pathway and lighting at Kilkenny, and Glanville is involved. Those are the issues and I am happy to incorporate the details in *Hansard*.

## 1998-99 Station Upgrading Works

Station	Scope of Works	Start Date	Estimated Cost 1998-99 \$
Pinera	New access path and shelter	Completed	150 000
Woodlands Park	Resurface platform	Completed	20 000
Clarence Park	Resurface platform	Completed	20 000
Glenalta	Lighting/shelter upgrade	Completed	60 000
Warradale	New pedestrian crossing	Completed	70 000
Ascot Park	Subway upgrade to reduce flooding	Completed	100 000
Lynton	Lighting upgrade	Completed	25 000
Alberton	Upgrade pedestrian bridge/lighting	In progress	160 000
Evanston	New pathway, shelter and lighting	In progress	96 000
Tonsley	Lighting upgrade	In progress	28 000
Mitcham	Lighting upgrade	In progress	70 000
Gawler Central	Upgrade car park/lighting	In progress	85 000
Gawler Oval	New platform wall	April/May	44 000
Elizabeth	New building, raise platform	May/June	590 000

## 1999-2000 Proposed Station Upgrading Works

Station	Scope of Works	Start Date	Estimated Cost 1999-2000 \$
Gawler	New mazeway—Northern end	July/August	100 000
Hove	Relocate mazeway and ramp	August/September	200 000
Womma	Remove subway; new mazeway	September/October	200 000
Tambelin	Extend and raise platform	October/November	300 000
Keswick	Lighting upgrade	November/December	40 000
Kilkenny	New pathway/lighting	February/March	70 000
Glanville	Icon shelter	February/March	80 000
Seacliff	Car park upgrade	February/March	80 000
Hallett Cove Beach	Lighting upgrade down platform	February/March	25 000
Unley Park	Raise platform/new mazeway/lighting	March/April	100 000
Woodlands Park	Lighting upgrade	March/April	25 000
Mile End	Lighting upgrade	April/May	30 000
Ascot Park	Lighting upgrade	May/June	30 000
Oaklands Park	Design for new buildings/canopy	May/June	30 000

## Background

- There are 84 stations on the metropolitan rail system. Many of these station have features that are inconsistent with current community expectations and standards.
- The priorities for station upgrading are established using the following criteria:
  - Station inspection reports
  - Public complaints
  - Operational advice and comments
  - Disability Discrimination Act assessments
  - Budget allocation
  - Assessment of equitable spread of funding over system
  - Advice regarding lighting levels
  - Other associated maintenance and capital works at the station.

I have answered freely and offered to go to Labor members' electorates. I am not excited politically about this and have never organised my daily activities or any part of the portfolio according to political considerations. I think it is interesting that Labor members are happy to suggest that there is something political in the way I have managed the department but, when I provide the proof that that is not so, they do not like the answers.

**Ms BEDFORD:** I understand that McPhee Andrewartha undertook a consultancy during 1997-98 entitled 'Employee

management report'. Why was such a report commissioned and what were the outcomes resulting from that report?

**Ms Filby:** McPhee Andrewartha was engaged to undertake a mediation exercise at the Morphettville depot some 12 to 18 months ago. That involved discussions between management and employees at Morphettville to try to resolve a number of longstanding issues. I would have to say that that report was a catalyst for a good resolution of many of those issues.

**Ms BEDFORD:** As a supplementary question, what were

some of those issues?

**Ms Filby:** They related to consultation practices, core service provision and relationships between management and employees.

**Ms BEDFORD:** I refer the Minister to employee perception surveys undertaken by TransAdelaide. What was the cost of undertaking these surveys for 1997-98 and 1998-99, what do these surveys seek to achieve, what is the nature of the data collected and can the Minister please table an example of the survey?

**Ms Filby:** TransAdelaide has only recently concluded an employee perception survey for which we sought assistance from an external provider, and I will provide that information.

**Ms BEDFORD:** The 1997-98 review was not external, but internal?

**Ms Filby:** There has been a succession of internal perception surveys, and we have recently conducted one involving an external consultant.

**Ms BEDFORD:** What is the cost of the implementation of TransAdelaide's drug and alcohol policy; how many drivers have been randomly sampled and by what means—that is, but urine or blood testing; can the Minister provide an assurance that in cases where blood is taken it is done by an appropriate medical officer; and is there a provision in the policy to ensure that officers taking prescribed drugs, such as ventolin, are not disadvantaged?

**The Hon. Diana Laidlaw:** I can go through the whole policy, if you wish. I can advise that medical officers are present. As for the costs, I do not have those figures with me. What were your other two questions?

**Ms BEDFORD:** Have any drivers been sampled and what was the break-up of urine testing or blood testing?

**The Hon. Diana Laidlaw:** Drug testing is part of the medical process, and my understanding is that not all drivers have been tested.

**Ms Filby:** There is no random testing for drugs in TransAdelaide. The testing is undertaken as part of the standard, routine, two-yearly medical process, as well as in particular instances where there are grounds to suggest that course of action.

**Ms BEDFORD:** So is it regularly urine and blood testing, or one or the other?

**Ms Filby:** The medical testing involves a urine test, but in 'show cause' type testing a urine test is done, subsequently followed up by a blood test.

**Ms BEDFORD:** What are the provisions to ensure that people who take medication such as ventolin are not disadvantaged?

**Ms Filby:** There is covered by our medical standards process, which includes provisions concerning pharmaceutical and prescription drugs, and there is usually a significant degree of consultation with the individual's private medical practitioner in cases where that is needed.

**Ms BEDFORD:** Presumably, TransAdelaide collects data on bus accident rates and statistics. How many accidents have TransAdelaide drivers been involved in during 1997-98 and 1998-99? Of those accidents, how many were proved to be caused by driver error?

**The Hon. Diana Laidlaw:** I will get that information and provide it for the honourable member.

**The Hon. R.B. SUCH:** My first question relates to the 618 bus service from Aberfoyle Park to Westfield Marion, which has been conducted on a trial basis for several months. What is the outcome of the trial of the 618 service?

**The Hon. Diana Laidlaw:** The trial was so successful initially that it was first extended to 3 July. I have been advised today that TransAdelaide has determined and found the money to ensure that the trial will now be converted to a permanent service. I thank the honourable member, who has been advocating the need for this service for some years and who has worked closely with Westfield Management, TransAdelaide employees and Morphettville bus depot representatives to ensure that this service is well publicised and adjustments are made, based on feedback from customers, to meet the needs of the travelling public. It is a compliment to not only Mr Such but also TransAdelaide officers, and I ask Ms Filby to thank her staff for the work done on this service and the work that must continue to publicise the service so that the patronage grows.

**The Hon. R.B. SUCH:** I thank the Minister and TransAdelaide for continuing that service. I think I had more people (something like 600 people) contacting me about that service than about any other issue. That will be very welcome news in my area.

Being a frequent user of trains, I notice that a lot of people still put their feet on seats. Presumably, they do not do it at home. Given that there is adequate signage to remind people not to put their feet on seats, I ask the Minister whether the current expiation fee of \$106 for adults and \$56 for children is too high and should be reduced, but enforced more frequently and without giving additional warnings, given that signage tells people (they should know, anyway) not to put their feet on seats. Will TransAdelaide consider the possibility of issuing fewer additional warnings to people with a lower expiation fee imposed on offenders?

**The Hon. Diana Laidlaw:** My understanding is that this matter comes under the Passenger Transport Act. The maximum penalty for putting feet on seats is \$750 and that is why the expiation fee, according to the scale set out by the Attorney-General's office and in legislation, is \$105. It is possible to change the regulation, and I think the honourable member has come up with a very good idea. I have had many complaints over time and it is infuriating when travelling on a train to find that on leaving your seat your clothes are dirty. From time to time, this has particularly distressed a lot of people, particularly women, who in summer wear lighter coloured clothing. As a matter of form, it is bad practice.

Clearly, the maximum penalty of \$750 does seem steep on reflection. We might be able reduce the penalty, for instance; if the maximum penalty were \$75, the expiation fee would be \$30—something in that order. I am prepared to look at the issue. I will take it up with TransAdelaide, the PTB and the Attorney-General. I thank the honourable member for raising the issue because it has a lot of merit. In fact, if it does clean up the passenger transport system and make it better for the passengers and easier for the cleaners, I think it will be a positive step forward.

**The Hon. R.B. SUCH:** I notice that the trains are remarkably clean despite some people's bad habits, including the one of putting their feet on seats. The next question concerns our tram system. What are the plans for improving that service? I believe that most South Australians are delighted to travel on the tram to Glenelg, realising of course that the trams are now about 70 years old. What plans are there to improve and upgrade the service?

**The Hon. Diana Laidlaw:** The sum of \$5 million has been provided for refurbishment of five old trams that will be celebrating their 70th birthday in December this year. I wish it were true that most South Australians use the trams. My

understanding is that of the 5 per cent of South Australians who use public transport on a daily basis for their journeys, only 3 per cent use the tram. So, a very small number of daily passenger journeys are undertaken on the tram. However, if you ask people in South Australia and beyond about the trams, you learn that they are very fond of them. They may not use them, but they are very fond of them. They are certainly part of the enjoyment of Adelaide and they have tourism appeal, and that is why the Government has undertaken to commit \$5 million to this program. A tender has been let. The first refurbishment will be completed by December in time for the 70th anniversary celebrations. A total of 3 000 people use the tram each day.

*The Hon. R.B. Such interjecting:*

**The Hon. Diana Laidlaw:** Yes.

**Mr ATKINSON:** I understand that more wheelchair accessible buses are due to be in service in the next financial year. Are these buses dedicated to particular routes so that wheelchair bound people can predict where they will find one of these buses? Why is the O-Bahn not a route on which these buses run?

**The Hon. Diana Laidlaw:** The buses that have been ordered so far are the midi-buses. There would not be the capacity on a midi-bus to meet demand on the O-Bahn. Secondly, the buses have been first assigned to the City Loop service, so it is fully accessible. I understand Le Fevre Peninsula is fully accessible.

**Mr ATKINSON:** These buses on the City Loop are midis?

**The Hon. Diana Laidlaw:** Yes. All the buses which have been purchased as fully accessible, either diesel or now to be gas, with the low floor and tilting, are all midi-buses. The next order of 50 buses, which I outlined earlier in relation to the Passenger Transport Board's opening statement, are particularly exciting. Unlike the current buses, they are powered by compressed natural gas. Because of the big gas cylinders always being placed low, it has never been possible to have a low floor and with tilting and the ramp. The new buses have a gas tank on the roof. MAN and Austral Pacific, with TransAdelaide and Transport SA, have done a lot of work to completely redesign the bus. I understand that no other buses such as these operate in Australia. Some are being considered for New South Wales, but they are not as advanced as we are in this respect.

**Mr ATKINSON:** City Loop and Le Fevre Peninsula: where else?

**The Hon. Diana Laidlaw:** Marion Access and Southern Circuit. Marion Access is run by Morphettville and Southern Circuit by Lonsdale. Serco have a few. The fact that the new buses are gas powered will define where they can be located. Because of the age of the fleet it is proposed that the next lot go to Mile End. We would also wish a number of them to go to Lonsdale but at the moment there are not the gas pipes down south to facilitate our having a big gas unit to power and fill the buses. I have written about this since the Federal Government and the Australian Democrats reached agreement in respect of the GST package. It really was an issue for us in terms of the diesel rebate compared to having a clean bus fleet and what we would order for the following round of buses, but now that—

**Mr ATKINSON:** Fees might go down because of the GST being set earlier, so maybe the price of the buses will go down.

**The Hon. Diana Laidlaw:** Anything is possible with this Government, yes. I have written to the Federal Environment

Minister because a whole lot of money is available which was not even contemplated even a few weeks ago for air pollution measures. We have written to suggest that, if we can have gas facilities at Lonsdale in terms of the environment, it would be good in terms of having a clean, green fleet. It would mean that in future all our buses could be gas powered, and that would be an important advance. There is nothing worse than standing at a bus stop when a diesel bus or truck goes by.

**Mr ATKINSON:** I have a supplementary question: will some of these wheelchair accessible buses be allocated to the Churchill Road and Harrison Road routes?

**The Hon. Diana Laidlaw:** In your electorate?

**Mr ATKINSON:** No; one is in the electorate of Adelaide.

**The Hon. Diana Laidlaw:** The proposed electorate of Adelaide. It is very important to know which electorate, you see. Clearly, the honourable member has an interest in this, and I will obtain the information for him promptly.

**Mr KOUTSANTONIS:** During last year's Estimates Committee the Minister said:

An assessment will be made of whether businesses should be retained in-house but re-engineered or co-sourced by maintaining internal expertise with a proportion of the service being contracted out, whether they should be fully contracted out, whether there should be portfolio amalgamations. . .

What progress has been achieved in relation to this assessment? Will the Minister list all TransAdelaide services outsourced during 1998-99 and on what basis they were outsourced?

**The Hon. Diana Laidlaw:** I answered that question right at the start of Estimates either to Mrs Penfold or Mr Such. I would not wish to waste the Committee's time by going over that again, so I refer the honourable member to the answer I gave about the number of reviews of functions that have been undertaken over the past year.

**Mr KOUTSANTONIS:** I have a supplementary question: are there any outsourcing plans for 1999-2000, or is that included in your answer?

**The Hon. Diana Laidlaw:** I was referring to reviews that had been undertaken and to their outcomes. TransAdelaide and its board will consider any outsourcing issue. I can ask it, but I suspect that much of it may be a bit sensitive in terms of the bids that it may be lodging for services.

**Ms Filby:** Certainly, the implementation of some of these decisions is still under way, and some of those processes are still happening, as are some decisions to re-engineer some of the functions in-house as well.

**Ms BEDFORD:** How has corporatisation affected TransAdelaide's business since its introduction last year? Has it in any way made TransAdelaide's business more effective and, if so, how?

**The Hon. Diana Laidlaw:** Well, it certainly has a new board. My understanding is that the board, with a range of expertise from financial to human services to public transport experience, has provided a really robust forum for management to canvass issues. For instance, Mr Kevin Lyons is on the board. He is General Manager of Ansett here. Ansett has been growing its business, bidding for work and restructuring in various ways. Mr Lyons has provided a lot of benefit to the organisation, as have other members who have expertise to give.

The board has been involved in discussing all the reviews and outcomes to which we have already referred. The board is now working with management and the work force, now that it has received the request for proposals from the PTB,

and looking at the areas that it would wish to bid for in the terms of the seven contract areas that are now on offer.

**Mrs PENFOLD:** Will the Minister give details of the changes made to TransAdelaide's organisational and financial structure?

**The Hon. Diana Laidlaw:** Following its corporatisation and the appointment of the board, TransAdelaide has implemented a number of strategies to better reflect its commercial focus and to place it in a competitive position for current and future rounds of public transport work. In particular, I point to three strategies: first, downsizing of the executive group, which has been halved in size (that is perhaps one further positive element that has been encouraged by the board) from 10 to five; secondly, a financial restructure of TransAdelaide's key businesses; and, thirdly, a review of all corporate and support services. I highlight that the restructure of the executive positions has been introduced to support the infrastructure business, the bus and new rail business under the general manager, and a corporate strategy and services team. This involved the abolition of the role of contract manager to manage specific bus contracts with the Passenger Transport Board, and it is replaced by a single manager of bus services responsible for the entire bus business.

This will ensure a clear line of accountability in this important area and greater flexibility. The infrastructure business will have a redefined focus to act as custodian of the State's rail assets and to ensure that there is appropriate management and maintenance. Three of these four positions are currently being called. At the same time, TransAdelaide's financial structure has been reorganised to place it on a more commercial footing comparable with private sector counterparts. TransAdelaide has commissioned Booz Allen Hamilton (we made reference to this earlier) to assist in the development of an appropriate model for the distribution of assets, liabilities and functions across the new business units. These will be built into TransAdelaide's charter and performance statement.

In terms of the support services review, this has examined, as I mentioned earlier, all the support and corporate services deemed to be non-core activities. I highlight, too, that the TransAdelaide corporate office has now moved out of a building in North Terrace that was built some years ago for the old STA when Mr Blevins was Minister. TransAdelaide management has moved out of that site completely and is now based at Mile End, and that introduces considerable cost savings. Also, it is good that management is mixing more closely with the daily bus business. The board meets at the same Mile End site as well.

**Ms Filby:** The general approach has been to restructure TransAdelaide along the lines of three businesses and, very clearly, use those businesses to help position us for the rounds of competitive tendering that we face.

**The ACTING CHAIRMAN (Hon. R.B. Such):** Is there a proposal to declare the Adelaide Railway Station, other railway stations and interchanges smoke free areas?

**The Hon. Diana Laidlaw:** I know that there is a proposal in terms of the Adelaide Railway Station, because when I saw the proposal I suggested to Ms Hanlon that, if you are to go smoke free, for heaven's sake try to use some of the former Living Health money for art works and so on at the railway station. I have some notes from TransAdelaide stating that it is intending to establish the Adelaide Station concourse and platform as non-smoking areas in response to customer complaints.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** Probably the shadow Minister for Transport. I know she does not like smoking, but whether she catches a train I do not know. The complaints relate to travelling on smoke-free railcars and having to endure passive smoke from others when alighting from the railcar and walking through the station areas. Butt-out bins have been placed at strategic locations throughout the station. In terms of this policy rolling out at other TransAdelaide stations, there is no intention of making other stations smoke free. My notes say 'at this time'. I would leave off 'at this time'. I do not know how you would ever police these open stations anyway, nor do I understand why you would want to.

**The ACTING CHAIRMAN:** I am sure many secondary school students will be reassured by that decision, judging from my observations in recent times at several stations.

**Mrs PENFOLD:** I refer to the competitive tendering process. TransAdelaide has costs that the organisation is required to pay in order to meet whole of Government obligations. These costs are not required of any private sector operator. Is anything being done to ensure TransAdelaide is not disadvantaged in its tender due to mandated costs such as superannuation?

**The Hon. Diana Laidlaw:** Definitely, in terms of superannuation and the extra costs that the Government requires the public sector to pay, compared with rates in the private sector. The Government has agreed that TransAdelaide would not have to be burdened with that extra impost in terms of its bidding process, and that will be covered as an input cost disability by taxpayers generally. The same applies with long service leave.

**Mr KOUTSANTONIS:** I refer the Minister to patronage results for TransAdelaide, which indicate that total annual journeys for 1997-98 have decreased by 1.8 per cent. Will the Minister table patronage results for 1998-99 and advise what is the forecast for 1999-2000?

**The Hon. Diana Laidlaw:** I went through all this when we were dealing with the Passenger Transport Board. I cannot table the results but certainly I will when the 1998-99 year is over. It is not yet over. I would like to cooperate with the honourable member, but the year is not over so I cannot provide the figures for the financial year. However, I will do so when they have all been collated and they will all be available in the annual report. I indicated earlier on the figures so far that it looks as though there is a 5 per cent drop over the whole system and not just for TransAdelaide. I indicated that the target and forecast by the PTB for the coming financial year is 41.8 million passengers.

**Ms BEDFORD:** What is TransAdelaide's performance trend in relation to frequency and punctuality of services for 1997-98 and 1998-99, and what is the target for 1999-2000?

**The Hon. Diana Laidlaw:** I will bring back details for the honourable member.

**Ms BEDFORD:** The 1997-98 annual report highlights a number of abnormal items. Of particular interest is the item 'Separation packages and incentive payments'. The 1997 estimate is \$14 million, whereas the 1998 figure is \$4.5 million. Will the Minister outline the reasons for the variation? What was TransAdelaide's program of targeted voluntary separation packages for 1998-99 and what is proposed for 1999-2000?

**The Hon. Diana Laidlaw:** I will bring back more specific responses, but certainly they are related to the loss of bids for contract areas.



**Mrs PENFOLD:** TransAdelaide has a relatively small capital program of \$15.524 million for 1999-2000 compared with previous years. Why is this so?

**The Hon. Diana Laidlaw:** Certainly, the capital expenditure on public transport must be considered across the portfolio and not just for TransAdelaide. I mentioned before that \$800 000 was in the PT budget, with \$15 million plus for buses in the transport budget. In respect to TransAdelaide, I highlight that during 1998, in an effort to position TransAdelaide solely as a service provider in the bus business, the buses owned by TransAdelaide were transferred to Transport SA, so they do not have that capital cost any longer in terms of the purchase of buses in their own right. TransAdelaide now leases those buses.

This followed an earlier transfer in 1995 of some but not all buses, plus all depots and the O-Bahn busway, to Transport SA. Consequently, TransAdelaide's expenditure on buses and associated capital expenditure is non-existent, while Transport SA proposes to spend \$16 million on bus replacements during the current year. The majority of expenditure for TransAdelaide is based around rail asset and includes \$3.6 million for tram upgrading, \$2 million for track strengthening on the Outer Harbor rail line, \$1.5 million for upgrading the Noarlunga Centre rail line and \$800 000 on station upgrades, including the urgent upgrading of the Elizabeth railway station.

**Mrs PENFOLD:** Ever since the Belair line was made a single track operation customers have experienced delays in the service. What is the Government doing to rectify these problems?

**The Hon. Diana Laidlaw:** There has been a problem in the reliability of service. Questions were asked earlier about on-time services and I will bring back detailed information on that. In respect to specific initiatives being taken on the Belair line, I advise that railcar 3004, which is stabled at Belair each night, is to be fitted with electromagnetic brakes. We have other initiatives to de-link services and we are trialing amendments to suburban train drivers, set workings and railcar consists. We believe we will be able to ensure that services departing the Adelaide railway station can do so on time because of those initiatives. There is certainly also upgrading of various railway stations on the Belair line, and I mentioned some capital work on the line itself.

**The ACTING CHAIRMAN:** This is a line in which I have more than a passing interest. I have never experienced any delays on that line—I am not sure who is complaining—but I am pleased to hear that the problem is being fixed.

**Mrs PENFOLD:** How much has been spent on railway station upgrades this year, and what is the proposed expenditure for 1999-2000?

**The Hon. Diana Laidlaw:** The station upgrading program places particular emphasis on the following forms of improvement: installing shelters of more robust and open construction to improve security for customers and provide less available area for graffiti and vandal attack; new mazes to replace or provide alternative subways; new ramps with gradients suitable for people with a disability; smooth and firm platform surfaces—in some instances, they are pretty rough and, in other instances, they have to be raised to the level of the railcar in accordance with disability obligations; improved lighting; improved security (cameras and help phones); improved car parking; and landscaping.

**Mr KOUTSANTONIS:** I refer the Minister to occupational health and safety issues within TransAdelaide. I note that the average working week for TransAdelaide employees

is getting longer. For example, in 1996-97, a TransAdelaide employee worked an average of 34.09 hours, but in 1997-98 the figure is 34.68 hours. What is the figure for 1998-99?

I also note that expenditure on occupational health and safety has decreased from \$270 000 in 1996-97 to \$237 000 in 1997-98. What is the reason for this decrease; what is the figure for 1998-99; and what is the proposed figure for 1999-2000?

**The Hon. Diana Laidlaw:** I will bring back those figures when the financial year has concluded so that I can provide the honourable member with accurate advice on the matters raised.

**Mr KOUTSANTONIS:** The cost of workers' compensation carried by TransAdelaide demonstrated a significant increase from \$3.5 million in 1996-97 to \$5.9 million in 1997-98, and the number of outstanding claims in 1996-97 was underestimated. What was the value of that underestimation in 1996-97; how did this occur; and what is the forecast for 1998-99?

**The Hon. Diana Laidlaw:** I will take those questions on notice.

**Mr KOUTSANTONIS:** I refer the Minister to the portfolio capital works funding statement in Budget Paper 3. Will the Minister outline the reasons for the decreased allocation in 1999-2000 of \$5.2 million compared with \$5.9 million in 1998-99?

**The Hon. Diana Laidlaw:** I will obtain an answer for the honourable member.

**Ms BEDFORD:** During the previous rounds of competitive tendering, TransAdelaide employees reduced their wages to make TransAdelaide competitive and to secure their future employment. Why are they facing the same process yet again?

**The Hon. Diana Laidlaw:** There is to be a further round of tenders, and TransAdelaide must determine the terms and conditions in response to the request for proposal. I understand that TransAdelaide has done some work that proves that, in various areas—not only in the areas which I have indicated today of superannuation and long service leave—that they are not as competitive in terms of price and performance as companies against which they believe they will be competing. If TransAdelaide does wish to compete, these issues will have to be talked through by management and the work force to see what terms and conditions and issues TransAdelaide wants to include in its bid.

**Ms BEDFORD:** Why can the Minister not guarantee entitlements to TransAdelaide employees in respect of their wages and conditions similar to those which were guaranteed to ETSA, EDS, SA Water and Central Linen employees when those organisations were also contracted out and privatised?

**The Hon. Diana Laidlaw:** We are not going through a privatisation process. Unlike what took place in Western Australia and Victoria in the delivery of services, we have not sold the business or told TransAdelaide that it cannot compete. We have given it the option to compete if it wishes. That is the process which the Parliament endorsed when, in 1994, it supported the Passenger Transport Act, and that process was reaffirmed when it passed amendments to the Act late last year. So, this is not a privatisation or an outsourcing project: it is a competitive tendering exercise.

*Mr Koutsantonis interjecting:*

**The Hon. Diana Laidlaw:** Those are your problems, not ours.

**The CHAIRMAN:** Order!

**Ms BEDFORD:** It is understood that an amount has been set aside in the capital works program for concrete resleepering of the Outer Harbor line. Is further funding to be made available to TransAdelaide to complete concrete resleepering across the entire rail network?

**The Hon. Diana Laidlaw:** As I mentioned under the passenger transport lines, the Government has a proposal to develop a 10 year plan for infrastructure investment. All these matters will be considered as part of that future plan which will be released progressively over the next six months, as I have indicated.

**Mrs PENFOLD:** I am most interested to know how many railway stations and tram stops have been adopted under the TransAdelaide Adopt a Station project.

**The Hon. Diana Laidlaw:** I love this project, because it involves volunteers supporting the public transport system. Currently, 64 railway stations and 12 tram stops have been fully adopted. Most recently, the following stations have been adopted with additional or expanded groups. I think that negotiations are also under consideration regarding West Croydon station with an additional group at Kilkenny Primary School, and there is also a new group at Salisbury as part of the interchange development.

Tram stop 4 has been adopted by Annesley College, and another group has indicated its interest in terms of the redevelopment of the Elizabeth station. Interest has also been expressed in the Oaklands and Brighton stations. We now have a full-time coordinator for this group, and we are also working with various Neighbourhood Watch and service groups.

**Mrs PENFOLD:** I understand that TransAdelaide made a new year's resolution for customers. What did TransAdelaide promise and what process is in place to assess whether that promise is kept and reported on to customers?

**The Hon. Diana Laidlaw:** I will ask Ms Filby to respond.

**Ms Filby:** TransAdelaide released its customer promises as a new year's resolution earlier this year. That focuses on a number of areas that customers have told us over time are important to them, such as reliability, safety, comfort, and the courteousness of our service and information. We have set a number of targets in terms of the standard we wish to provide, and we will be reporting back to customers and internally on that on a regular basis.

**The Hon. Diana Laidlaw:** The annual report will also note the feedback.

**Mrs PENFOLD:** What is the role of TransAdelaide's companion service providers?

**The Hon. Diana Laidlaw:** There are two companion service providers, one based at Morphettville and one at Lonsdale. They work particularly with new and older customers, making them familiar with the system, helping them with the ticketing and showing them the different ways to use the services, especially if several services are involved. They will accompany an individual the whole way so they become familiar with it. I think it is a fantastic new initiative by TransAdelaide, and it really says a lot about its caring approach to its customers.

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

#### **Additional Departmental Advisers:**

Mr R. Payze, Chief Executive, Department of Transport and Urban Planning.

Mr M. Henesey-Smith, Executive Director.

Mr R. Teague, Director, Development Adviser, Planning SA.

Mr G. Butler, Manager, State Policy.

**The CHAIRMAN:** The Committee will now consider issues in relation to Planning. I invite the Minister to make an opening statement.

**The Hon. Diana Laidlaw:** The appropriation for Planning SA for 1999-2000 is \$12.462 million, which sustains the budget injection of 1998-99. The Government recognised that good planning policy and practice is critical in promoting economic development and jobs, and for improving our quality of life and the environment generally.

Last year the Government commissioned consultant Bronwyn Halliday to undertake a customer survey of the planning and development system in South Australia. The conclusion was that the system in operation in South Australia is regarded as the best in Australia but that more work is required to improve the operation of the system across Government and throughout local government in order to provide greater certainty in policy, process and decision making. The Government will now introduce a System Improvement Program to implement the findings of the Halliday report.

Overall, it is anticipated that a widespread education campaign on the Plan Amendment Report (PAR) process, plus an increased focus by Planning SA on State priority issues, will result in a further reduction in the time taken to amend policies in development plans. Certainly a priority for this coming financial year is to encourage councils to review their policies on a more frequent basis and to reduce the time taken to review and amend such policies. The cooperation of State agencies will be required to realise these outcomes.

Meanwhile, draft discussion papers have been released on Urban Regeneration, Regional Development and future development in the Mount Lofty Ranges which will all lead to the planning strategy, recognised in the Development Act, being amended to provide greater certainty for Government agencies, local government, the community and private enterprise.

Today the Government gazetted an amendment to the regulations under the Development Act, requiring large retail developments in regional and district centres to be referred to the Development Assessment Commission. As part of the Government's 'centre's policy', notice has also been given of consultation on a proposed amendment to the planning strategy to provide greater strategic support to the City of Adelaide. These measures are part of a whole of Government initiative to work with the Adelaide City Council and business generally to revitalise the heart of our city as a vital place to live, work and visit.

Other priorities for Planning SA in 1999-2000 include the following:

1. To establish industrial land priorities, including completion of the Gillman-LeFevre Peninsula study, and the State-Commonwealth agreement for the release of Defence precinct land at Salisbury.
2. To work with the Environment Protection Authority and other parties to establish green waste and resources recovery operations in light of the closure of the Wingfield Dump by 2004.
3. To promote economic development in regional areas including updating the outer metropolitan country sections of the planning strategy and to develop regional structure plans.

4. To develop transport land use policies with particular reference to major redevelopment areas, arterial roads and transport nodes.
5. To identify and implement open space priorities through the Parklands 21 initiative.
6. To develop in conjunction with the LGA an electronic lodgment system which will improve the efficiency of the State's planning and development processes.
7. To work with key stakeholders to promote the installation of smoke alarms in homes.
8. To reassess inspection requirements for residential buildings to ensure the quality of building work.
9. To develop with the housing industry and councils minimum standards for energy efficiency in residential buildings.
10. To address best practice in residential planning and design.

#### Membership:

Ms Ciccarello substituted for Ms Bedford.  
 Mr Conlon substituted for Mr Atkinson.  
 Mr Hanna substituted for Mr Koutsantonis.  
 Mr Lewis substituted for Mr McEwen.

**The CHAIRMAN:** Does the Opposition have an opening statement?

**Mr CONLON:** No, Mr Chairman. When was Planning SA first informed that unauthorised tuna farms were operating in the vicinity of Louth Bay and Rabbit Island?

**The Hon. Diana Laidlaw:** The honourable member asked when Planning SA was first advised. Could I correct that and say that, concerning the Louth Bay applications, the Development Assessment Commission was first advised in early March, and on 12 March 1999 the DAC wrote to the operators of the tuna farms in the Rabbit Island area which were established without consent. That letter required an undertaking that the pontoons would be moved to approved sites. Following an inspection by DAC officers on 30 April, it was revealed that the farms had not been relocated. The commission then determined to make an application to the Environment, Resources and Development Court seeking an order for the pontoons to be moved. The commission is now pursuing legal action.

I am advised, too, that on 25 March DAC granted consent to six applications nearby, but the Conservation Council has lodged an appeal against this decision. The Environment, Resources and Development Court has found that DAC's procedures were correct and has set aside three weeks for the hearing, which is to commence on 20 September 1999.

**Mr CONLON:** This is not a further question. I understand that the Minister first became aware of or concerned about these applications on 12 March. Those six applications were approved on 25 March, some 13 days later.

**The Hon. Diana Laidlaw:** They are two separate matters. We do not have anyone from DAC present: DAC is an independent authority, so I should not have them here necessarily.

**Mr CONLON:** Perhaps the Minister can clear it up for me in this way. I am advised that tuna farms operating at Louth Bay, Rabbit Island, were reported in the *Port Lincoln Times* in July 1997. When were applications in regard to tuna farms in that area first made to the appropriate authority?

**The Hon. Diana Laidlaw:** I will go to DAC in terms of the lodgement of those applications and get that advice for the member.

**Mr CONLON:** Obviously I have concerns when—and if I understand these incidents to be connected—the media report tuna farms operating in July 1997 and the appropriate authority expresses concerns in March 1999.

**The Hon. Diana Laidlaw:** I am not ducking for cover: I will get all the information the member seeks. I was not Minister at that time, that is why I am saying I am not ducking for cover. I will get the information, because I think the questions are genuinely seeking to ensure that our processes are sound and thorough, and I would support that objective.

**Mr CONLON:** I understand the issue about requirements for them to remove pontoons and appeals against decisions, but has anyone been prosecuted for breaches of legislation for the illegal operation of these tuna farms? Are any prosecutions afoot or has anyone been prosecuted? Will someone be prosecuted?

**The Hon. Diana Laidlaw:** I understand that the commission is seeking legal action in terms of the removal. Depending on the outcome of that action—

**Mr CONLON:** It just seems to me that it is rather slack if the only penalty you face is that someone eventually will come and ask you to move your pontoons to the appropriate area.

**The Hon. Diana Laidlaw:** Is it a criminal offence? I am not sure what the member is trying to suggest.

**Mr CONLON:** Surely, if the Act requires people to have appropriate approval for certain activities, there must be a penalty for not having it.

**The Hon. Diana Laidlaw:** The ERD Court set up by an Act of Parliament would have the various penalties and so would the Act. I will go through the provisions in the Act for the member and provide what courses of action are available through the court.

**Mr CONLON:** I would appreciate that, because it does strike me as being almost absurd that, if there are provisions requiring people to do things only with appropriate approvals, they can do them with impunity and simply be asked to stop doing them or do them somewhere else.

**The Hon. Diana Laidlaw:** They have not done it with impunity. With due respect, they have been asked to remove them. We are now taking them to court in terms of seeking legal action. I would not have thought that was impunity.

**Mr CONLON:** With respect, the only thing the Minister has been able to tell me is that they have been asked to move them. I would say that that is impunity—if you can do it for two years, then just be asked to move them and then put in your application subsequent to that time. I mean—

**The Hon. Diana Laidlaw:** The applications were for separate—

**Mr CONLON:** I appreciate that, but what I am saying is that you could be asked to move them, then simply lodge an application to do what you have been doing basically unlawfully. It seems to me that that is an unsatisfactory arrangement. I look forward to hearing why it is not, if it is not.

**The Hon. Diana Laidlaw:** I will discuss the matter with the fisheries agencies, too.

**The Hon. R.B. SUCH:** The first question relates to the Government's green paper on urban regeneration. Will the Minister outline the rationale for this paper and say what process has been established to assess responses generated by that paper?

**The Hon. Diana Laidlaw:** In terms of setting the responses, I have revamped what was called URDAC (the

Urban and Regional Development Advisory Committee) and SUDAP (the State Urban Design Advisory Panel). I have collapsed the functions of each of those committees into one committee and included a number of women, which has been a bit foreign to the planning and advisory process. However, the new URDAC committee has an equal number of women. They have extended terms of reference to look at urban regeneration issues. It is highly important not only because of encroachment of housing and industry on prime agricultural land on the fringe of Adelaide but also in terms of the ageing of infrastructure, whether it be schools, powerlines, roads, and gas and water mains within the inner and middle ring of Adelaide, and how we ensure that the investment we have made as a community over the years is fully realised, maintained and updated.

It is important in terms of providing housing choice. A lot of people, older people in particular, want to move into smaller type housing but they want to stay in the area in which they have been used to living. They do not want to move aside. Therefore, it is important in a lot of inner and middle ring Adelaide areas that we have a greater choice of housing style, which often means a smaller house. People are also looking for very secure housing. I have also been concerned over the years that we send many people on lower incomes and younger families out to the fringes of Adelaide that are not always fully serviced with public transport, shops or other facilities, and we do so only on the basis of affordability of housing, yet many other costs can be associated with that, including the development of the land—between \$18 000 and \$20 000 of State funds goes into the development of each of those blocks. Is that the best use of those funds when we have ageing infrastructure in other areas?

I also wonder, in terms of the social costs of some of the issues that the State and families are asked to pick up later, if the trend of sending younger people and lower income people to the outskirts where there may not be the jobs or the sports structure is the cleverest and wisest policy. Therefore, housing availability and affordability are part of the urban regeneration issues. This green paper is out for discussion. I hope members of Parliament, councils, the community at large, the housing industry and social welfare groups will all look at the paper and feed back their thoughts.

**The Hon. R.B. SUCH:** What processes are in place to ensure that we have a coordinated approach to the provision of open space? In that regard, how are funds being allocated to local councils for initiatives to ensure adequate open space?

**The Hon. Diana Laidlaw:** Planning operates an urban planning and development fund, and we have the Metropolitan Open Space Scheme (MOSS), and councils apply for funds. There is also a regional open space scheme, and over time grants have been allocated to the Torrens River Linear Park program and to make extensive purchases to develop land along major water courses such as the Little Para River, Dry Creek, Sturt Creek, Pedlar Creek and Port Willunga Creek. A lot of land has been purchased in the Mitcham area over time. I know the honourable member is now also very keen for further land to be purchased in the Craighburn Farm area, but the planning and development fund has been used extensively to purchase open space at that site already.

The Parklands 21 project is an extension of the work we are doing in open space generally, and a consultancy has just been approved and possibly let to advance this program, which will examine the issues associated with establishing a second generation of parklands. We have prized our park-

lands around our city and talked for years about second generation parklands and done nothing until now. This Government is keen to advance what we are now calling Parklands 21, or the second generation of parklands, embracing the hills face zone and also encompassing coastal areas.

**The Hon. R.B. SUCH:** I am pleased to hear that. In ensuring all areas are provided for, including those of the members opposite, is there a coordinated approach? I appreciate what you have just said about second generation parklands. Is there an approach to ensure that all areas, including some of the heavily settled inner city areas, get some open space?

**The Hon. Diana Laidlaw:** You are quite right. If we are to successfully realise an urban regeneration program over time we must have a very active open space program. People are wanting to be responsible for smaller blocks so, if they do not have the space associated with their own house, public areas will have to be available. I see this open space working very much hand in hand with urban regeneration issues.

**The Hon. R.B. SUCH:** My third question relates to Craighburn Farm. I live near Craighburn Farm, so I declare that passing interest. This has been a sad development, in that the previous Government did not negotiate a very good open space deal.

**An honourable member:** The Brown Government?

**The Hon. R.B. SUCH:** No; the previous Labor Government did not negotiate back in 1992, so now we will have no buffer zone along Coromandel Parade or Cumming Street, which is very sad. The Government has an option on additional open space, and that option expires next week. Does the Government intend to exercise that option?

**The Hon. Diana Laidlaw:** This matter is being actively discussed at the present time, and I imagine a statement will be made next week on the subject, so it would not be appropriate for me to speculate on that statement at the present time. The honourable member's views on open space issues, residences, car parking, public transport and the road network are well recognised.

**The Hon. R.B. SUCH:** I appreciate that the Minister cannot indicate at this stage, but I think there is an opportunity for some lateral thinking about the total land available there so that both Minda and the public can have a better outcome than the provision currently considered to be likely. So, I intimate that I will follow up later the possibility of rethinking the usage of some of the land which is currently not built upon.

**The Hon. Diana Laidlaw:** Your views are well recognised and will be taken into account, and I will speak to you further if you wish.

**Mr CONLON:** What is the role of Planning SA in aquaculture and how is it intended to change?

**The Hon. Diana Laidlaw:** It will change, because it has been determined that some officers who are now within Fisheries SA will return to Planning, in the interests of better relationships, assessments and outcomes in the applications of this important industry. That is Planning SA. The Development Assessment Commission is a separate and individual commission, but it is serviced by officers within Planning. I can advise that the Development Act 1993 requires that new proposals for aquaculture be considered for development approval and that until recently the responsibility for the Development Assessment Commission was delegated to an aquaculture committee. The commission has disbanded that committee and will now consider applications at the full commission. The commission has also delegated decision

making on minor applications to staff of Planning SA, and that is where these officers from Fisheries will be important.

Three aquacultural development assessment planners are to be redeployed to Planning SA to ensure that the perception of bias that was previously raised in the assessment process by officers in Fisheries does not occur in future and that the specialist skills that are required are maintained. They will all be working together within Planning. Primary Industries will continue to assist the commission in providing advice on the licensing requirements of the Fisheries Act and tenure approvals by the Government, given that most applications are over Crown land. If the honourable member wants to discuss this with planning officers and me outside this Committee process I am very happy to meet with him and go through this at another time.

**Mr CONLON:** It would be good to know what is going on.

**The Hon. Diana Laidlaw:** This is technical and tricky.

**Mr CONLON:** How many officers are returning to Planning SA and what will their functions be?

**The Hon. Diana Laidlaw:** Three officers will return.

**Mr CONLON:** In particular, will Planning SA have any role in compliance decisions, including prosecutions for breaches of the relevant Act? Does that fall to DAC, or does anyone do it? How does it work?

**Mr Henesey-Smith:** Three officers will be returning from PIRSA to Planning SA effective 1 July. The primary function of those officers is in the assessment of applications, but the officers will continue to have an inspection function in association with PIRSA to investigate and look at applications and compliance with those applications.

**Mr CONLON:** Will they have a role in recommending prosecutions for breaches?

**Mr Henesey-Smith:** Clearly, they will recommend to DAC as the authority and, if DAC proceeds, we will have to take action in the ERD Court under the Development Act.

**Mr HANNA:** The Minister would be aware of the land which is currently owned by Transport SA but which is declared surplus at O'Halloran Hill, immediately to the south of the homes of Seacombe Heights residents. If a residential development proceeds, there will be problems with run-off and traffic in Seacombe Heights, and the amenity of Seacombe Heights residents, and to an extent Darlington and Seaview Downs residents, will be spoiled. What can and will the Minister do to avoid substantial residential development taking place there? What can she do to preserve that land as open space?

**The Hon. Diana Laidlaw:** Is this the land which was purchased for the Southern Expressway and which is now surplus?

**Mr HANNA:** Correct.

**The Hon. Diana Laidlaw:** Again, if the honourable member would like to discuss this further with me and with Transport SA officers, I will go through the issues to see what can be done.

**Mrs PENFOLD:** What was the outcome of the Halliday report which surveyed customers about the strengths and weaknesses of the planning and development system in South Australia, and what action does the Government propose to take to address the recommendations?

**The Hon. Diana Laidlaw:** I will be brief in answering this question, because the matter will be raised again in the Parliament, I think, and also through training sessions with local councils and with planners—through a whole range of issues in the planning process. What Ms Halliday identified—

and it is important for us all to recognise this—is that the planning system approved by Parliament and in operation is generally sound in its approach: it is the administration of the system that we can improve. That is why we have adopted a systems improvement program. If I have not sent a copy of that report to every member of Parliament, I certainly will.

We will aim to be rigorous in the way in which we seek to cut down the time taken for both the PAR process and the assessment of applications. But, that requires a lot of work to be done across agencies and at local government level in order to be very clear about what they want in terms of policies; whether it be a policy on aquaculture or olives, or a policy on industrial or residential land. A lot of effort has to go into the longer term planning. I am still alarmed that about seven or eight councils, despite about five letters from me over the past couple of years, have still not updated their PARs well after they were required to do so by a date set in legislation.

That is a worry when investors come forward wanting to invest; councils have not upgraded their plans and everyone gets in a real knot and unnecessarily upset because investors think they are working on the basis of a plan that is clearly, as far as the community is concerned, out of date. The result is that a whole lot of appeals can be lodged and a very messy process can arise. I am very keen to ensure that we work with councils to update their plans; that councils work on the strategic nature of planning and do not get involved in the nitty-gritty of every planning assessment application—as some do. They meet for many hours, and some of them are losing the plot—by no means all of them, but some of them.

Legislation will be before the Parliament later this session to amend some of the provisions of the ERD Court, and there will be further planning bulletins to ensure that we focus on statewide issues more effectively across Government and with councils than we have in the past.

**Mrs PENFOLD:** My question relates to the regional development task force. What action is your portfolio undertaking to ensure that the recommendations of the regional development review are implemented?

**The Hon. Diana Laidlaw:** As I recall, the honourable member was a member of this task force.

**Mrs PENFOLD:** Yes.

**The Hon. Diana Laidlaw:** Many suggestions have been brought to our attention, and there are initiatives that we will undertake. We will be preparing a draft ministerial plan amendment report to support environmentally appropriate economic development in the Barossa Valley and Mount Lofty areas. The Mount Lofty PAR will investigate opportunities for small scale aquaculture and home-based industries and low scale forms of tourist accommodation. The Barossa Valley PAR will seek to ensure that there is appropriate and suitable industrial land to meet the needs of the wine industry and associated support activities.

We will also be working jointly with Tourism SA on developing a statewide PAR dealing with tourism development. Stakeholder consultations were held, including a series of regional workshops on planning bulletins for horticulture, piggeries and forests. We will be improving mapping for country development plans. Further work will be done on a planning practice circular for olive plantations. We are hoping to work more closely across Government, and again with local government in a partnership approach, to develop policies that add value to the local PARs. We found the regional development task force focus very helpful and we wish to ensure that our efforts through planning do seek to

regenerate productivity and jobs in many areas—not all areas need such attention, but many do.

**Mrs PENFOLD:** My question relates to a meeting held last week by SAFF, which raised the ‘right to farm’ issue. What is the Government doing through the planning process to address the concerns of farmers whose operations are being challenged by neighbours and other third parties?

**The Hon. Diana Laidlaw:** I addressed that meeting and advised at the time—and I advise this Committee formally now—that, first, a regulation under the Development Act is currently being drafted to ensure that key farming activities will not be subject to third party appeals when they are consistent with the intent of the zone. The regulation will ensure that farming activities in a farming zone and horticultural activities in a horticultural zone do not attract potential for third party appeals. Secondly, I will be moving amendments to the ERD Court Act so that there are more effective deterrents against third party appeals being instituted for frivolous or vexatious purposes. The object is to ensure that appeals, not instituted unreasonably or for the purpose of delay, have to be assessed by the court.

Thirdly, we have released a rural development bulletin to encourage councils to improve rural development plans to ensure, among other things, that third party appeals do not arise unless an activity is at odds with the policies for the area. I think it is also important in this context to recognise that, of the number of third party appeals lodged each year under the Development Act, we now have fewer than one-third of the number that were lodged each year under the previous planning Act. So, in 1997-98 only 11 primary production proposals across the State were affected by third party appeals and, of these, only three proceeded to hearing. I think there is a lot of controversy about some applications, but it does not reflect the way in which the planning system is working because, in most instances, it is working quite well.

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

#### **Membership:**

Ms Key substituted for Mr Conlon.

#### **Additional Departmental Advisers:**

Mr T. O’Loughlin, Executive Director, Arts SA.

Mr G. Kling, Manager, Budgets and Financial Planning.

Ms D. Contala, Director, Lead Agencies and Planning.

Ms C. Treloar, Director, Arts and Industry Development.

**The Hon. Diana Laidlaw:** I have a short opening statement, but it is very positive. The 1999-2000 budget again increases funding for the arts. In real terms, funding has been increased by an average of 2 per cent per annum over this Government’s five full budgets. The Government recognises, however, that funding alone does not deliver arts leadership. The real challenge for Government is to invest those funds strategically to achieve the best possible results. On this gauge also, it is clear that South Australia is performing well. Last year, the two outstanding artistic events in Australia were the Telstra Adelaide Festival and Wagner’s *Ring* cycle. Meanwhile, many of our arts organisations are performing at the highest levels in their history, both artistically and in terms of the quality of their outputs, while our individual artists are achieving great things with the Emerging Artists program accelerating the development of our high potential artists. This outcome is a credit to the creative energy and

enterprise of South Australian artists and arts administrators. It also reflects a determination by the Government through Arts SA to promote sound business practices and long-term planning and to reward excellence and effort.

Over the past year the Government’s focus on emerging artists has been adopted across the arts industry and taken up by other parties such as the Adelaide City Council. Over the coming year the Government will reinforce our emerging artists emphasis. Also in line with our arts policy commitments, the Government will extend to a further 15 organisations the offer of triennial funding. This initiative will provide a more certain operating environment for the planning of activities and the engagement of artists. In the case of several of these organisations, this new funding arrangement will lock in funding increases provided this year but only on a one year basis.

The arts budget for 1999-2000 also confirms the more intensive program of capital redevelopment of cultural institutions in the city in the history of this State. When completed by the year 2004, this program will have seen over \$100 million invested in the upgrade of the Art Gallery of South Australia, the South Australian Museum, the State Library and the Adelaide Festival Centre complex as world-class facilities. To complement this arts focus in the city, work is well advanced to establish the West End as an arts precinct, a thriving hub of artists and students that will be unique in Australia. The South Australian film industry is growing from strength to strength and continues to draw international credit to the State.

Next year’s budget provides for the second instalment of the new \$3 million revolving loan fund for film, along with the second \$250 000 instalment for the investment in the 13 part television series *Chuck Finn*. At this point, almost midway through the Government’s second term, two-thirds of our 1997 ambitious arts policy commitments have been realised and are in the process of implementation. Briefly, I refer to three of these commitments.

The first is the promise to commission every two years a project of national significance. Earlier this year, I announced that an agreement had been reached between Arts SA and the University of Adelaide for South Australian Graeme Koehne, one of Australia’s leading composers, to relinquish his teaching duties for two years to concentrate solely on composition. Under this arrangement, the Adelaide Festival, the Festival Centre, the Adelaide Symphony Orchestra and the State Opera will jointly commission Graeme Koehne to write a new Australian opera.

The second is the Government’s promise to promote the State as a national and international centre for Aboriginal arts. Work has now commenced on the new Australian Aboriginal Cultures Gallery at the South Australian Museum. In 1999-2000 a further \$3.5 million will be made available on top of the Government’s original commitment of \$13.4 million to ensure that this new gallery is opened in late February 2000 as part of a major upgrade of the Museum, including a new entrance shop and cafe area.

The third is the Government’s commitment to cultural development in regional South Australia. This is where I expect a big ‘Hear, hear!’ from the member for Flinders. This is reflected in the high level of funding provided—

*An honourable member interjecting:*

**The Hon. Diana Laidlaw:** —not yet—to the South Australian Country Arts Trust and to other arts organisations for the purpose of servicing rural areas. The provision made in this year’s budget for the State Government’s contribution

of \$350 000 is the first part of a total payment of \$500 000 towards the construction of a new multi-purpose arts centre in Port Lincoln.

**The CHAIRMAN:** Hear, hear!

**The Hon. Diana Laidlaw:** Yes. The new centre is being financed by all three levels of government. Overall, the arts budget for 1999-2000, together with strategic investment decisions, will ensure that South Australia prospers from its leadership in the arts as we enter the next century and the new millennium.

**Ms KEY:** Will the Minister table estimates of expenditure organisation by organisation and include comparisons with last year's budget and expenditure?

**The Hon. Diana Laidlaw:** We have lead agencies and yearly funded agencies. I can certainly provide those funding allocations.

**Mr HANNA:** Bring them back in a few weeks.

**The Hon. Diana Laidlaw:** All right. I have written to all the major organisations.

**Mr O'Loughlin:** We can provide the information in respect of what we call the 'lead' agencies. There is another set of organisations which we call 'annually funded', and they receive amounts right down to \$6 000 per year. Perhaps we could provide those details at a later date.

**Ms KEY:** The budget is set out differently this time. Last year, the eight programs were detailed, but this time there are output classes. I would appreciate it if we could have that information.

**The Hon. Diana Laidlaw:** We will provide the information.

**Ms KEY:** Thank you. I refer to the level of funding for the Australian Dance Theatre. I am not exactly sure where this fits into the Portfolio Statements, but page 6.61 refers to 'Arts Industry Development and Access to Artistic Product'. Specifically, what has the ADT spent on re-badging itself as the Australian Dance Theatre as opposed to the Meryl Tankard Australian Dance Theatre? Did this all come from within the ADT's existing budget? How much did the company spend on consultants in the past 12 months (1998-99)?

Given that the new team in charge of the ADT—the Artistic Director, Gary Stewart, and Creative Producer, Marguerite Pepper,—will be living in different cities (I understand that Gary Stewart is in Adelaide and Marguerite Pepper is in Sydney), will the Minister explain how the relationship will work and at what cost to the ADT?

**The Hon. Diana Laidlaw:** A number of those questions will have to be taken on notice. Of course, the company had to reorganise its letterhead and various things because, with Meryl Tankard no longer engaged as Artistic Director, changes to the name 'Meryl Tankard' and the 'Australian Dance Theatre' had to be made. That was a necessary expense and it would have been made within the funding allocations to the company. The State Government contribution to the Australian Dance Theatre is \$732 000.

In terms of the consultancies, Arts SA will ask the company for that information. The consultancy undertaken by Peter Myhill earlier this year to look at legal and structural issues was fully funded by Arts SA and not by the company itself.

**Ms KEY:** Do you have any comments on how much the consultants cost?

**The Hon. Diana Laidlaw:** I will ask whether the company has undertaken further consultancies, but the cost

of looking at the legal issues and structure was paid for by Arts SA.

**Ms KEY:** The third part of the question was to do with people living in different States and at what cost that would be.

**The Hon. Diana Laidlaw:** I will get that advice.

**Ms KEY:** I refer to the former Living Health and funding available through that line. Budget Paper 4, Volume 2, page 6.108, states that there is a variation of minus \$2.8 million 'due to the funding allocation for health promotion through Arts SA grants being shown as a receipt in 1998-99 and as an appropriation of 1999-2000'. When the Treasurer announced the demise of Living Health last year he said that its administration costs and processes were estimated to be \$880 000 in 1997-98 alone, with a further administration related cost of some hundreds of thousands of dollars included in other budget lines.

What was the Arts SA share in percentage and dollar terms of health promotion funding collected through the Government's tobacco tax, remembering that in 1996-97 grants totalling \$2.37 million were distributed to arts and cultural groups? What happened to the cash reserves of the former Living Health, which we understand were considerable, and did Arts SA benefit from the disbursement of those funds? Under the bracket of the former Living Health funding, how many staff from the former Living Health moved across to Arts SA and what are the estimates of saving in terms of administration, given the Treasurer's obvious criticisms?

**The Hon. Diana Laidlaw:** No staff moved from former Living Health to Arts SA. We were offered one staff member, but we did not find that staff member to be anywhere near as good as the officers within Arts SA. The officers in Arts SA took on the whole of the administrative role themselves as part of the assessment of grants, because the application asked for was in two parts. It asked for the general grant support and for the health promotion aspect of the grant. However, we asked for about \$42 000 of reimbursement for our administrative expenses, which was a minuscule amount compared with the costs Living Health incurred in the past in terms of administering the arts sponsorship initiatives.

In terms of cash reserves, you are right: there are considerable funds—somewhere above \$3 million—and a meeting is scheduled next week with the Treasurer, the Minister for Human Services, the Minister for Sport and Recreation and myself. All other Ministers know that Arts SA will receive more than its fair share, if I get my way. I have to argue the case, but it has been presented to them and I have set the agenda. I have to try to win it on behalf of the arts. I confirm that, as the honourable member said, \$2.195 million was the sum distributed by Living Health. This year Arts SA received \$2.39 million for distribution for health promotion purposes. Of this, \$200 000 must be returned to the Department of Human Services for the purchase of sponsorship support.

We are also holding back at this stage a further \$200 000 because we have found, in looking at the performance of Living Health in the past and from our own experience in grants administration, that when the call for applications is made only once a year one should never assume that good ideas come up on only one occasion in a year. Therefore, we have taken the decision that \$200 000 will be held back from the health promotion grants at this stage, but it will be expended for arts grants purposes related to health promotion projects, but we will be looking at projects throughout the year as well as at the time of calling for the applications. The

letters to all successful applicants were sent yesterday and the funds distributed or approved yesterday were \$1.995 million.

So, after we have taken into account the funds to be disbursed back to the Department of Human Services, the funds available, compared with the previous year, are identical except for the \$200 000 we are holding back at this stage. However, they will be used for arts purposes—it is not going to Human Services, I can tell you that.

**The Hon. R.B. SUCH:** Before asking my question I make an observation that as a community we tend to be obsessed with economic justification of the arts and we need to acknowledge that they have intrinsic worth and give pleasure to people, which is not to be discounted. I am sure the Minister would agree with those sentiments. Will the Minister outline details of the economic benefits study arising from Wagner's *Ring* cycle?

**The Hon. Diana Laidlaw:** I received the report just a couple of days ago and it will now be released.

**Mr O'Loughlin:** The Government's contribution was about \$2.5 million.

**The Hon. Diana Laidlaw:** The economic benefit study found that the *Ring* cycle generated \$10 million in economic benefit for South Australia. The event also created local employment equivalent to 200 full-time jobs for one year. It attracted almost 3 600 visitors to South Australia. Visitors contributed an average of \$2 789 each to gross State product compared with an average of \$1 500 for other special events held in South Australia—the people who came were big spenders.

More than 96 per cent of patrons indicated that they would recommend a future production of the *Ring* in Adelaide to their colleagues and friends. I think it is important to recognise that about 65 per cent of the people who attended came from interstate or overseas. So, it was the biggest cultural event in that sense that has ever been held in Australia. Taking the lead from Mr Such, for which I thank him very much, it was a great artistic success.

**The Hon. R.B. SUCH:** My second question relates to the benefits flowing from the corporatisation of the Adelaide Symphony Orchestra. Will the Minister outline some of those benefits?

**The Hon. Diana Laidlaw:** The benefits have been artistic as well as economic. We immediately gained a much stronger board. The Adelaide Symphony Orchestra had been run as an entity by the ABC from afar—Sydney. Now we have a local board headed by Mr John Uhrig. Essentially, it is still owned by Symphony Australia on behalf of the ABC, but this Government is a strong contributor in terms of increased funding. Following corporatisation, and in preparation for the *Ring* Cycle, the State Government increased its contribution to over \$1 million, which is the second highest contribution of any State Government to a symphony orchestra within its capital city or State. The number of players has been increased from 68 to 80.

Sponsorship has already increased by 33 per cent since corporatisation and, through a variety of factors, including extra performances and the reputation of the orchestra, the box office has also increased its income by 11 per cent. So, in the first full year, sponsorship increased by 33 per cent. To date—and I do not know what will come in before 30 June: if people follow my habit they get in with their donations before the end of the financial year, so I hope we can expect more—sponsorship income in 1999 is more than double that of 1998.

**The Hon. R.B. SUCH:** What assistance has been provided to emerging artists in the last financial year and what is projected for the coming financial year?

**The Hon. Diana Laidlaw:** The emerging artists program is one of the special efforts in the arts portfolio in both our grants focus and performance agreements that we negotiate with lead agencies and annually funded companies. It has been very exciting as we seek to establish Adelaide as one of the three to five centres in the world that are known for their focus on emerging artists. Young people have come to believe that opportunities for them to learn and gain experience and recognition in the arts can be gained in Adelaide.

There is possibly too much information to detail at this Estimates hearing, but I will describe some of the highlights. Forty-five emerging artists productions received funding from Arts SA during this financial year, with funds allocated to those projects totalling \$302 032. Four mentorships (totalling just over \$89 000) were also awarded, including the inaugural Premier's Award for Emerging Artist of the Year.

We increased funding for the CD and demo tape program for young musicians, which has been expanded, to over \$40 000. In rural areas, we have been able to support a number of artists—which is exciting—from Coober Pedy to Victor Harbor, Mount Gambier and Willunga. Mr Chairman, I am not sure why your electorate is not performing strongly, because it is recognised that there is a lot of arts activity through the Barossa and the north.

**The Hon. R.B. SUCH:** He is marvellous in his own right.

**The Hon. Diana Laidlaw:** But he is not emerging.

*The Hon. R.B. Such interjecting:*

**The Hon. Diana Laidlaw:** No. There is still time for the Chairman to ingratiate himself with me and the arts before 30 June in terms of sponsorship of an arts company, and I suggest that following the rains he could afford to do so.

Three scholarships under the South Australian Youth Arts Board worth \$28 500 are provided especially for emerging artists. State Opera, Tandanya, the South Australian Film Corporation, the Australian Dance Theatre, and the Jam Factory have all established emerging artist programs. I think that it is terrific to see that those companies themselves have established this focus on providing opportunities for young people to excel in the arts.

I say with some passion how important this is—again, I refer to the comments of Mr Such—at a time when people are focusing on economic rationalist issues, computer programs, engineering, anything but the arts which encompass the enduring values of a civilisation. The arts really make a difference, but they are not appreciated and celebrated today. So, what we are doing in South Australia is particularly special, and I am keen to see that we succeed. I am thrilled that the companies that have been funded equally will reassess their programs to see how they too in their specialist art areas can provide opportunities for young people to succeed. We are not just funding those who have made it; we are funding the next generation.

**Mr HANNA:** My questions arise from the recently announced shift of Arts SA to new accommodation in Hindley Street known as West's Coffee Palace. It is understood that 43 staff will move to that accommodation. How much rent was Arts SA paying for the Pulteney Street offices and had the lease expired on those premises; what will be the rent for the new premises and how much will the move cost; are funds being withheld from grants to arts organisations to pay for the move; and has the Adelaide City Council



indicated whether it will contribute to the move and, if so, how much?

**The Hon. Diana Laidlaw:** Certainly, the Adelaide City Council is contributing to the move in the sense that we have a joint enthusiasm between the Adelaide City Council and the State Government to establish a hub arts precinct in Hindley Street. I informally met with a number of police officers tonight and they are really keen: it will liven up the street, but in a different sense. The Adelaide City Council has paid money for the restoration of the outside of West's Coffee Palace.

**Mr HANNA:** Do you know how much?

**The Hon. Diana Laidlaw:** Mr O'Loughlin may have all these details. We have a joint program to establish an arts precinct which will be unique in Australia and again a selling point for this city, to bring a strong focus for our combined arts activity.

Cabinet has agreed in principle to the move. The move will not be fully ratified until we negotiate some final funding details, about which, I can assure you, Mr O'Loughlin is being quite mean, with both the Adelaide City Council and the owner of the building, and so he should be. I can assure you that at no time would I ever accept and would it ever be proposed by Mr O'Loughlin that any money from any arts grants be used for this purpose. If additional money is required, it will come from adjustments to our capital program.

**Mr O'Loughlin:** My estimate of the money spent on the facade is \$370 000. In terms of the costs, we presently pay approximately \$230 000 a year for our premises at 10 Pulteney Street. At this stage, as the Minister says, the commercial negotiations have not been finalised but our estimate is that the incremental costs will be less than \$50 000 per year more in West's Coffee Palace.

**Mr HANNA:** So we are expecting something up to \$280 000?

**Mr O'Loughlin:** Something of that order, yes, but it has not been finalised. In addition to that, there will be capital costs. The property owner has to bear the bulk of the costs in terms of refurbishing the building, but there will be a capital cost to us in terms of fit out. At this stage it will be something above \$500 000, but it will be financed out of a small pool we keep of uncommitted capital funds, and the increase in the rent is to be financed out of some savings we were able to effect over the last couple of years, so it will not be at any cost to Arts SA's programs. The lease is due to expire on 30 June next year. There will not be any period when we are paying double rent.

**Mr HANNA:** In relation to one of the wish lists which the various Ministers came up with when the ETSA debate was taking place, can the Minister remind the Committee what promises were made to the arts community if there were to be millions of extra dollars made available, what new projects can we look forward to seeing as a result of the resolution of the ETSA debate in the Government's favour, and can the Minister quantify in dollar terms how much more will be spent on the arts now that ETSA will be leased?

**The Hon. Diana Laidlaw:** I outlined in my opening statement that the arts has actually enjoyed a 3 per cent real increase for every year since the Liberal Party has been in government. I can say with some considerable confidence that no other area of Government has enjoyed that result. Certainly health, education and the police in recent years have had some injections of funds. I have not put in an extra wish list particularly in relation to the ETSA issue and any funds

that will come from that. I have a long list of expectations of my colleagues, and they will be discussed in policy terms in due course.

**Mr HANNA:** Supplementary to that, is it the case that over the coming year you are not expecting any extra money to be spent on the arts as a result of the ETSA lease?

**The Hon. Diana Laidlaw:** We do not expect to have leased ETSA over the coming year; therefore we would not expect to have the extra funds over that period.

**Mr HANNA:** With respect to the future of the Lion Arts Centre, I understand that the University of South Australia has approached Arts SA about buying or leasing the Lion Arts Centre, supposedly to move its Visual Arts Department from the Underdale campus. What is the Minister's view of this plan, considering it will mean the demise of the complex? Has any report into its feasibility been undertaken? If so, when will that report be released?

**The Hon. Diana Laidlaw:** Certainly, a consultancy has been jointly funded between the University of SA and Arts SA, and I understand the option is to consider a lease rather than purchase because the university would not have the capital funds of the sum that we would want. I think the university wants an outcome to be finalised by October, but we should be able to solve some of the issues before that stage. Certainly, the Fringe organisers are quite keen to move to Hindley Street, and they would like a decision on that matter, and to be out of the Lion Arts complex, within probably the next month or so. I think that is the timetable they are pushing for.

**Mr O'Loughlin:** That is correct. There are two consultancies, and the one to which the member refers, which we have received, basically suggests that for the Underdale school to be accommodated there, virtually all the existing tenants have to move out. That has been prepared in collaboration with the tenants, and some work is being done beyond that now to identify what might be suitable spaces, but there is certainly no compulsion that forms part of this. It is really an attempt to identify the alternatives and whether people are interested in them. The university has advised us that it would not be in a position to progress this until 2001, but we cannot have something like this going on *ad infinitum* so, as the Minister says, we are looking to terminate the issue in October.

The second consultancy, recently approved by the Minister, is to look at the feasibility of the Fringe operating the venues in the Metro building, which is presently vacant, for the purposes of the next Fringe and beyond. If it is to happen, it will take a capital cost as well in refurbishment. That is another shorter term exercise.

**Mr HANNA:** As a supplementary question, since Mr O'Loughlin has referred to there being no compulsion with respect to this whole manoeuvre, does that mean that, if any or all of the tenants currently in the Lion Arts Centre want to stay, they will be able to stay?

**Mr O'Loughlin:** We have told the tenants that we would like to explore all the options and at the end of that arrive at a view which accommodates those tenants collectively and, in the event there are suitable venues available to West End revitalisation, we have said to them that no-one will be forced out en masse. Obviously, an issue might arise that, if they have to go collectively, and hypothetically, say all but one wanted to go—

*Mr Hanna interjecting:*

**Mr O'Loughlin:** I do not know about that. It might be a matter of just generating some better options for that person or company than was the case when we started.

**The Hon. Diana Laidlaw:** It is certainly hypothetical at this stage, because I am not sure whether what is available in Hindley Street would be suitable or whether we could get it at a cost that was not more than we are paying now. I do not know what the university would be prepared to pay in terms of leasing the site, and I certainly do not want to be out of pocket for this, and I do not want the organisations to be. This has to be a beneficial exercise all round, because they have accommodation in which they are comfortable. Whether it is doing the greatest good to the profile of the arts and how many people go through their premises—

*Mr Hanna interjecting:*

**The Hon. Diana Laidlaw:** Some parts are, yes, I think that is right and always has been so. Some parts are probably sluggish, some parts might be able to have a higher shop front location, but all those things are being explored. I just learnt from Ms Treloar that there was a meeting and perhaps she will explain the meeting today.

**Ms Treloar:** We had expected the original consultancy to have arranged visits for the tenants of the Lion Art Centre to go and inspect the alternative accommodation along Hindley Street and elsewhere in the West End. That had not occurred, so today we met with what is called the Retail Street Management Agency for the West End, which manages the matching of landlords with prospective tenants and they, in turn, will organise site visits—

**Mr HANNA:** To push things along.

**Ms Treloar:** To push things along, so that once and for all the tenants will know what is available and will be able to judge whether it is desirable for them.

**The Hon. Diana Laidlaw:** In the meantime, Arts SA has invested in the site with the cafe and bar facilities that used to be operated by the Fringe. I think Arts SA paid to encourage new ownership, or at least operation, and there has been private investment and many more people are going there because of that new arrangement. We are trying to lift interest in the area.

**Mr HANNA:** And hopefully a successful season next year. Did the Minister say that there is a joint venture effectively between the private sector and Arts SA for that cafe and bar?

**The Hon. Diana Laidlaw:** Yes, Arts SA owns the property. It used to be managed by the Fringe. They have now relinquished that and it is now private management.

**Mr O'Loughlin:** In effect what happens is that the Fringe leases the Fowlers Building from us, but we have agreed with the Fringe that the bar can be subleased to a commercial operator but, in doing that, we have made significant investment into the bar and also into the sound proofing between the theatre so that there can be more joint operation between the bar and the theatre.

**Mrs PENFOLD:** The people certainly appreciate the Government's commitment to the \$500 000 for the conversion of the civic hall to redevelop it into a multipurpose arts centre. What are the next steps that must be taken to ensure that there is no delay in this development?

**The Hon. Diana Laidlaw:** I have written to the City of Port Lincoln and advise that I received a reply yesterday but dated 17 June written by the Town Clerk, Mr Pedler. He also indicates that the City of Port Lincoln is delighted to receive advice that the State Government has granted \$500 000 towards the redevelopment to provide a visual and performing arts centre for the city and the region. He goes on to say:

The State Government's grant, together with the Federation and Cultural Heritage Fund grant from the Commonwealth Government,

financial support from councils and fundraising from the community, has enabled the project to commence. Council at its meetings on 7 June approved a new terms of reference for the civic hall redevelopment project management team to take the project to the next work stage which will see building work commence in the second quarter of the year 2000.

So, before the end of the next financial year building work will have commenced. That is important advice and certainly we will keep the pressure on the council as the owner of the building and also as manager of the project. I am sure the honourable member will also.

**Mrs PENFOLD:** And a lot of people besides. As the Government is committed to regional development, what assistance was provided to country artists in 1998-99; and what level of funding is proposed for 1999-2000?

**The Hon. Diana Laidlaw:** The South Australian Country Arts Trust will receive an operating grant of \$2.879 million in 1999-2000 and this will enable the trust to implement a number of projects. Their subscription season has been a phenomenal success, introduced I think probably two or three years ago, which is now applied to all the theatres that they manage—Mount Gambier, Port Pirie, Renmark and Whyalla. The subscription numbers are increasing steadily and the trust expects to achieve audiences for its subscription programs of almost 12 000, or approximately 8.5 per cent of the local population this calendar year. I only wish that 8.5 per cent of the Adelaide population were attending the arts, too, and we would be in a very healthy position.

It really reinforced my enthusiasm to do more and more in terms of the arts in country areas, because when the arts are provided to country people it provides an opportunity for local people to participate and perform, as well as rewarding those companies that take arts programs on tour to country areas. The country people are very supportive of the arts. The trust provides over 60 country based community groups and performing arts groups with opportunities to perform. In total, with financial support from country arts trusts, these groups will organise over 100 performances and events in their communities throughout 1999. There will be five major tours of both South Australian and interstate performing arts organisations across the State and some 40 communities will take part in the performing arts tour to regional centres.

In terms of visual arts touring, over 140 communities will take part in touring exhibitions of contemporary art and craft. The Newland Gallery at Port Adelaide—and I open an exhibition again there tomorrow night—will be displaying work of over 70 country based artists, bringing their work to the city. In terms of arts developments, a total of \$500 000 has been contributed this financial year to some 275 individuals and organisations in country areas. There has also been a wonderful waterworks program promoted through the South Australian Country Arts Trust and with the help of the Australia Council, I think in five areas of the State—Gawler Ranges, Marree, Penneshaw, the Riverland and Keith.

What we do in the arts in country areas is so well recognised around Australia that we actually receive 12.5 per cent of Federal funds which is way above our per capita rate, and I think that is an enormous credit not only to the people who attend but to the companies that tour in regional South Australia, as well as recognising the efforts of the South Australian Country Arts Trust, which is a unique organisation in Australia.

The other major thing in terms of recognition for South Australian country arts is the fact that the First National Conference of Country Arts Administrators and Associations

was held in Mount Gambier last year, and Robyn Archer, Artistic Director for the Year 2000 Festival, is very keen to see, for the first time, the Telstra Adelaide Festival break out from sole focus in the Adelaide area and embrace regional South Australia. I hope that we from Adelaide will go out and support those activities as well as providing opportunities for local people to enjoy the world's best arts activities in their own area rather than having to travel to Adelaide for that purpose.

**Mrs PENFOLD:** In terms of the Federal Government's commitment last year to provide South Australia with \$1 million for contemporary music initiatives, how will the money be spent, and when?

**The Hon. Diana Laidlaw:** It will be spent soon enough—when you can get your hands on Federal funds! The first effort will be a music house. There has been a very strong push for this by a large range of organisations that we have in South Australia involved with music—from songwriters to art forms—and most of them work on a volunteer basis and have done so for years. They wish to pool their efforts and resources and to propose a strong focus for the State in terms of local music and want to see a music house established. We are looking again at the Hindley Street/West End area for that purpose. Local music just works so well with the night life of Port Adelaide, Hindley Street and the city. I think it would be fantastic and collocation by the end of the year is the objective. I am hoping that that will be achieved by all music bodies concerned.

On-line SA will receive \$200 000 to be spent over this calendar year and next on the formulation and maintenance of an Internet web site implemented to comprehensively promote South Australian music industry products and services. The web site will be instigated in August of this year after a tender process. A performance program sales catalogue, a South Australian contemporary music CD release register and CD release schedule will be available in September, and a distribution service for South Australian contemporary music will be available from November.

There is a South Australian Music Road Show with funding of \$160 000 to be spent again this year and next for four monthly music industry showcases or networking events, including Music Business Adelaide, designed to promote South Australian contemporary music artists, products and services. The first showcase will take place in May, to be followed by four monthly showcases. There is a further one with CD recording with funds totalling \$80 000 to be spent over this year and next to maintain a funding scheme run by Arts SA designed to provide support for local artists. The sum in all is \$1 million.

I would like to invite all members and everyone else in this place at this time to attend Music Business Adelaide and also the Critics Award. Warwick Cheatle, my contemporary music consultant, has been quite phenomenal in working with the industry to bring from interstate the top people in the recording business in contemporary music.

*Mr Hanna interjecting:*

**The Hon. Diana Laidlaw:** We have, but the people who make decisions in many of the major companies for recording and distribution purposes are based interstate. Traditionally, South Australians have always gone interstate to be exposed, to be heard and to do their recordings. Now the big players in the industry are coming to South Australia. At the dinner for Music Business Adelaide and as part of the National Critics Award, it was just remarkable that over half that audience that night and attendants at the dinner were people

from interstate coming to hear our musicians play. The letters that I have received since have been quite remarkable in their support. It has actually been suggested that it should now be called Music Business Australia. I just do not want to lose the name of 'Adelaide' out of this because it has been a local initiative and I want the focus always to be a priority for Adelaide and South Australian musicians and not be swamped by people from interstate, in terms of young musicians taking opportunities that we have created for our own.

So, what has been achieved in contemporary music in the last few years in South Australia is quite remarkable, and that is the reason why we have gained that \$1 million in Federal funds at the last election and it will be well spent. John Wiberly, whom the honourable member may know from Tumby Bay, through Music Business Adelaide has just taken up a recording contract, and I think he is doing particularly well with the signing of his contract.

**Ms CICCARELLO:** Last week the Adelaide City Council cut its grant to the Fringe Festival from \$500 000 to \$350 000, with one councillor saying:

The Fringe will survive without this money. . . I'm pretty sure it will go for the whole three weeks.

What is the Minister's reaction to the funding cut, does she agree with the Fringe Director, Barbara Wolke, that the three week Fringe is in danger of being cut back because of this funding cut, and has the Minister had any communication from the Adelaide City Council explaining why it has made such a decision, which would have such an obvious detrimental affect to the reputation of the arts?

**The Hon. Diana Laidlaw:** I have not raised this matter directly with the Adelaide City Council since the decision was made, although I canvassed it with the Mayor and a number of other councillors prior to the consideration of all sponsorship efforts by the council for the coming year. I appreciate that it is any sponsor's prerogative to make a decision that it sees as in their best interest. I do not necessarily have to agree with those decisions. In fact, from a State perspective we have increased our funding for the Fringe for the current year, with an extra \$100 000 for a business consultancy and other work.

**Mr O'Loughlin:** It has received a business development loan of \$100 000.

**The Hon. Diana Laidlaw:** We have increased the funding; it is a loan, but we have increased the funding because we have great faith in the Fringe's doing further work beyond a biennial festival. It has good full-time personnel; it also brings in some very skilled people and others whom it trains coming up to the peak of the period, but it loses them after that. In light of the business consultancy, we believe that there is an opportunity for the Fringe to consider keeping on many of the people for longer and to take on the management of a range of festivals and other arts activities, and possibly other business activities, but that is up to the Fringe. That is why this funding has been provided. So, notwithstanding Adelaide City Council's decision, which it would have made for its own reasons and with which it is not really up to me to agree or disagree, I can say from a State Government perspective that we have provided further funds.

**Ms CICCARELLO:** Does the Minister agree that Barbara Wolke's comment about three weeks is realistic?

**The Hon. Diana Laidlaw:** I do not know what other funds it has been able to generate through sponsorship, the Australia Council or other sources. It may be able to make it

up or get a windfall from somewhere else; I have not gone into that in depth. Essentially, it is an independently managed business, and I make no appointment to the board. It would make its own decisions with respect to that. The State Government has faith in the board and management and has increased funding to reflect that faith.

**Ms CICCARELLO:** I have a supplementary question. Can the Minister give the Committee some details of the Fringe's financial position since the last Fringe Festival, including the financial results of 1998 Fringe with details of its profit, the manner in which these details were calculated and the total audience figures for the event?

**The Hon. Diana Laidlaw:** I assume an annual report has been released. I will ask Arts SA, if it does not have the details at hand, to provide those details to the honourable member.

**Mr O'Loughlin:** The Minister is correct. A set of published accounts is available. I do not recall the numbers off the top of my head, but the Fringe was in surplus and the accounts were properly audited by Arthur Andersen, if my memory is correct.

**Ms CICCARELLO:** In relation to the triennial funding arrangements according to the media release distributed on budget day (27 May), the Minister is quoted as saying that 15 more arts organisations will now be offered the benefit of triennial funding arrangements, effective from 1 July 1999. This means that a total of 19 companies will be provided with more certain environment in which to plan their activities. What guarantees are there for organisations that win triennial funding that the agreement struck with Arts SA and the Minister will be adhered to? Is there any clause or any opportunity in those agreements for the Minister and/or Arts SA to change those funding agreements without the consent of the funded organisation? Why were offers of triennial funding not made to the visual arts, specifically the Experimental Art Foundation and the Contemporary Art Centre; and what does this mean for their futures?

**The Hon. Diana Laidlaw:** I will ask Mr O'Loughlin to answer the question. I write the letter of offer, and I certainly would speak—

**Ms KEY:** You would sign the letter.

**The Hon. Diana Laidlaw:** In fact, I do sign the letters. As I recall, the recommendation came through to me from Arts SA. I questioned every organisation, including the Experimental Art Foundation and the Contemporary Art Centre. There was some explanation in terms of moving from that site and a whole range of things—Mr O'Loughlin can explain. I was satisfied with the explanation. I do not think it was he alone who came up with the recommendation; we did talk it through, though.

**Mr O'Loughlin:** In terms of whether or not the agreements can be revoked, the advice that will be going out is on the basis that there are, effectively, two categories of deliverables for the organisation. The first involves the performance type deliverables, the things they are being funded for, and there is no suggestion that agreements would be revoked for failure to deliver on those matters, because the whole idea of the triennium is to give three years in which to achieve performance targets rather than have it compressed into one year. The other category is for machinery type things which we are obliged to implement for reasons of public accountability, such as providing sets of accounts, proper acquittal of additional grants and so on. The agreements will specify that a failure to meet the base accountability requirements will constitute grounds to revoke.

In terms of which organisations were selected and why, there was a deliberate effort to try to achieve a spread of organisations across size and art form. One visual arts organisation is included in the list, the Craft South Organisation. It was also guided by the organisation's history in each case and meeting both those categories of deliverables to which I referred previously.

**The Hon. Diana Laidlaw:** Ms Contala has alerted me to the fact that both organisations have recently got new managers and management and that they are developing their forward business plans as well. I understand that my letter to them, in terms of their grants for the coming year, did recognise that we would be prepared to consider triennial funding in the future on the basis of their business plans and other performance criteria.

**Ms CICCARELLO:** Can the Minister confirm that the Jam Factory recently received an extra \$100 000 over and above its allocation for the 1998-99 financial year? Why was this allocation made? Can the Minister inform the Committee whether she agrees with the recommendations of the Myhill report that she should step back from appointing all the members of the Jam Factory board?

**The Hon. Diana Laidlaw:** I think the last question is absolutely relevant. When I spoke to Mr Myhill in relation to the ADT legal and restructuring issues, I said to him that it was something that I had found quite unnecessary for some years in terms of the ADT board and the Jam Factory board. They have constitutions that freeze out the Minister yet ask the Minister to make appointments. It is a most awkward and uncomfortable position, and you would have seen how uncomfortable I was last year in terms of the ADT. The constitution binds all the members that you appoint to the company alone. There is no power for the Minister's view to be considered or to direct the board. It has its own constitution to make its own decisions and you are lucky to be informed, even though you support the board, because that is how the constitution has been established. I have wanted to get out of it for a long time, but they did not meet to look at changing the structure. They have now done so and I broke open a bottle of champagne.

In relation to the Jam Factory, I think the issues are exactly the same. Although the constitution is not as restrictive as ADT in terms of the Minister's interest in the company, it is a really quaint structure.

*An honourable member interjecting:*

**The Hon. Diana Laidlaw:** Of course, I do. I would prefer it to be more like the Fringe structure, that is, a completely independent, incorporated body which appoints its own members from the community. South Australia is unique, and quaint in many respects, because of the sense of insecurity years ago when the arts base was being built up: it was thought it had to have Government involvement in every section. I think that there is strong endorsement and recognition of the arts today, and there is strong community support in terms of being prepared to serve on boards and the like. I do not think they need this sense of wellbeing, if that is what it is, by having the Minister appoint one or more members to what is essentially a private organisation. It is odd. Certainly, we have more statutory authorities than any other State in terms of our arts administration. I am not suggesting that we get rid of those by any means, but I think there is reason to look at restructuring and getting the Minister out of the Jam Factory. In future the Minister will be out of the ADT, and I think that is healthy. The Jam Factory certainly should be next.

**Ms CICCARELLO:** Was an extra allocation of \$100 000 made and, if so, for what purpose?

**The Hon. Diana Laidlaw:** In 1998, the Jam Factory was provided with a cash flow loan of \$120 000 repayable over three years.

**The Hon. R.B. SUCH:** Earlier, the member for Mitchell asked questions about the west end's Coffee Palace but focused mainly on rent and so on. Before asking a specific question about that and the arts precinct in the western end of the city, I note that work is well under way now on the Centre for Visual and Performing Arts. I remember walking the streets of Adelaide with Libby Raupach to pick out that site. I am delighted that we held out against the great pressure to locate it in the former Adelaide Girls High School, because time will show that we made a better choice.

**The Hon. Diana Laidlaw:** As I recall you were responsible for taking that site selection to Cabinet and winning approval.

**The Hon. R.B. SUCH:** Thank you. I notice that, even though it will be named after Dame Roma Mitchell, that particular aspect and her agreement seem to have been lost somewhere in the system. I trust that that will not be the case, because the centre was named after her with her agreement. In relation to the west end's Coffee Palace, are there other arts organisations besides Arts SA interested in moving to that location or that part of town?

**The Hon. Diana Laidlaw:** The Adelaide Festival has already had discussions with the Adelaide Symphony Orchestra. I mentioned earlier that the Lion Art Centre and the Fringe are discussing the opportunity to move. A number of artists on an individual basis have moved.

**Mr O'Loughlin:** It is estimated now that, in and around the precinct, 70 artists work in various places. Of course, there is the feasibility study, which the Minister has approved, to assess the costs and benefits of the Fringe using the theatre facilities in the Metro building in Hindley Street.

**The Hon. R.B. SUCH:** It might be preferable if some of the activities at that end of town, such as tattooing, body piercing and so on, were encouraged to move elsewhere, because it is in the long-term interests of that part of the city—

**Mr HANNA:** Are you saying that's not art?

**The Hon. R.B. SUCH:** I think there is a preponderance of those sorts of things down there, but it may be appropriate for them to be in a slightly different location.

**Ms CICCARELLO:** Where—Norwood?

**The Hon. R.B. SUCH:** That is going a bit up-market. My next question refers to the Aboriginal Cultures Gallery at Tandanya. As I have seen some of the Maori type activities in New Zealand, I would like to know what is being done to develop Tandanya as a living arts centre to highlight contemporary Aboriginal cultural activities.

**The Hon. Diana Laidlaw:** I thank the honourable member for his question, because a few Estimates Committees ago—and on a weekly basis—the future for Tandanya was problematical. It was encountering financial and internal troubles. It is a great credit to the board and new management that they have really got their act together brilliantly. It is a very positive place to be associated with, and its exhibitions and programs are particularly good. On that basis, Arts SA has been working with the Tandanya board and management in terms of the site that they now occupy. It is owned by the Aboriginal Lands Trust. The board has determined that they would like to stay at that site. Therefore, we have jointly funded a building audit, the results of which we will get at the

start of next month. Air-conditioning is certainly one issue, but there are some other major matters to consider in terms of bringing the site up to standard and making it more multipurpose.

But it is our strong wish to see Adelaide as a base for Australian Aboriginal art activities and known for that world wide: that Tandanya as a living arts centre complements the collections at the South Australian Museum that will now be on show and used as strong reconciliation exercises into the next century. The collections have been in storage for years. They are an asset that we as a community have not made the most of in educating people generally, celebrating Aboriginal cultures and promoting interest in it from an international tourism point of view, because perhaps it is the international community that values Aboriginal culture and spiritual matters more than we do ourselves. I am very excited about the Aboriginal Cultures Gallery but, equally, wish to see the contemporary Aboriginal culture issues celebrated as a living culture. I hope that at Tandanya we can do much more with the site and potential there.

I gave some advice a moment ago about triennial funding in terms of the experimental art foundation and the contemporary art centre. I advised that my letter to them about funding this year referred to triennial funding in the future. I must advise that, simply, this matter has been discussed with the organisations and I did not make specific reference to it in any recent letter.

**The Hon. R.B. SUCH:** Not wishing to detract from Tandanya, I ask what is being done to assist in the presentation of Aboriginal cultural activities away from that site. I am aware that in many countries arts activities are presented in hotel areas and other areas where tourists gather. My view is that we could do a lot more in terms of showcasing Aboriginal arts activities.

**The Hon. Diana Laidlaw:** The honourable member is right. Through contemporary music there has been a strong support for Aboriginal music. Ms Treloar has further information in this regard. I was just so thrilled at the last Adelaide Festival to see Aboriginal artists from CAMS, the Centre for Aboriginal Music Studies associated with the Adelaide University, working with the Adelaide Symphony Orchestra. It was so good to see didgeridoos playing with violins. With the sound and the enthusiasm, it was one of the special moments of music for me and, I believe, the people attending. That is exactly what the honourable member is talking about: getting out of Tandanya and using the other art forms. It was a stunning example. I would love to see more of such occasions.

**Ms Treloar:** The South Australian Youth Arts board funds the Port Youth Theatre Workshop, and they have developed a substantial program of working with young Aboriginal people from their early years to their early 20s. They employ an Aboriginal elder, Josie Agius. Apart from that, Arts SA has funded numerous Aboriginal artists for projects and for development. We were very pleased to note that in fact at the World Music Festival, WOMAD, in Seattle later this year two Aboriginal artists from South Australia will be performing: Robert Crompton and Mark Blackman. We have also developed some cross-agency programs with Human Services, and we are supporting a poster project for young Aboriginal offenders at the Magill Youth Training Centre. They are just some examples of the things we do.

**Mr LEWIS:** I declare an interest as Chairman of the Board of Governors of Country Music in South Australia. Will the Minister provide a list of arts organisations that have

received grant moneys in the past 12 months and those that are likely to receive money during the forthcoming 12 months? I am not asking her to tell us now if she do not have that information to hand, and in order to save time she could incorporate it. In particular, can the Minister tell us what the level of support has been for the Helpmann Academy and how it is coming together, and to the Performing Arts Centre in Light Square?

**The Hon. Diana Laidlaw:** Certainly this Government has supported South Australian country music with a number of initiatives and is part of our general support for contemporary music. I do not have the figures to hand, but I undertake to provide figures not only for contemporary music but for music overall in order to get a perspective. When we came to Government it was quite upsetting to see that Arts SA essentially, other than a \$14 000 or \$20 000 recording initiative, was classical baroque and other music forms and not contemporary music. We have changed that around a bit and generated \$1 million of Federal funds to this State because of our leading role in contemporary music, which includes country music.

It was great to see the honourable member at the music industry awards presenting a prize on behalf of the Country Music Association for the best performer for the past year. I appreciate the honourable member's personal support also. Mr O'Loughlin may wish to talk about the Helpmann Academy, which is not performing as well as contemporary music in this State, but I might be a bit jaundiced.

**Mr O'Loughlin:** We are only a bit player with the Helpmann Academy as it is effectively a joint venture of the higher education institutions. We do provide it with project funding for specific activities, such as its summer program. It has received funding through Health Promotion for the Arts, the former Living Health funds, for specific activities. It has two arts representatives on its board—Robyn Archer and Barbara Wolke—and we are at arm's length from it. We have been having discussions with the higher education institutions in particular about the marriage between education and training, and that has been driven very much by the success of the Centre for Creative Writing, which we co-fund with the University of Adelaide, as a graduate course run by Professor Tom Schapcott. It has shown us what can be achieved with closer linkages so that we do not have this arbitrary divide any more. We have been having discussions with the director, the universities and TAFE individually about some other projects in those areas.

**Mr LEWIS:** Can we have the figures?

**The Hon. Diana Laidlaw:** Yes, you will definitely get the figures. With regard to the Helpmann Academy—

**Mr LEWIS:** It is not much, but it is important.

**The Hon. Diana Laidlaw:** What has been achieved is disappointing in terms of the promise. It is a lack of goodwill by some in the arts in the university establishment.

**The Hon. R.B. SUCH:** Many people would not know the sad aspect in relation to the Helpmann Academy's being formed. We had agreement from Sir Robert Helpmann's sister to be a very generous benefactor. The very week we were to have that tied up she had a stroke and died and all of that bequest money went to various arts companies in the eastern States. I am pleased the Helpmann Academy was formed, but in terms of history we missed out on her wish and it never materialised. All that money went to the various arts companies interstate.

**The Hon. Diana Laidlaw:** That is significant in terms of my comment that it has never realised its potential.

**Ms CICCARELLO:** I refer to the major redevelopment of the State Library. The estimated total cost of the project is listed as \$36 million, yet in the capital works statement of last year the estimated total cost was listed as \$34 million. Why is there a \$2 million difference in the estimated total cost of the project and why is there a two year difference in the completion date? Last year the completion date was described as January 2001 and now it is mooted as March 2003. What has been spent so far on the State Library redevelopment and how has the money been spent?

**The Hon. Diana Laidlaw:** The \$2 million difference is the institute component. I was not aware that it had gone out to that extent. The feasibility study has been completed and some assessments have been made of a number of issues. I shall be getting a submission to take to Cabinet on the final concept to go towards seeking approval of the concept. We then seek design work and tenders. As far as I am concerned it is all go.

**Mr O'Loughlin:** Of the \$36 million, \$21 million is programmed to be spent in the forthcoming year.

**The Hon. Diana Laidlaw:** Ms Contala is keeping an eye on the project for Arts SA, so I will ask her to comment.

**Ms Contala:** The original program provided to us from DAIS was based on the library's completely closing while the redevelopment occurred. The revised program is based on having to build a new library with the library operating. That is the difference in the timing of the program.

**Ms CICCARELLO:** Having worked there for a long time it does need refurbishment quickly. The State Library is renowned for its Bradman cricket collection, and with the events of this week it can only gain in popularity. The library scored an undesirable hat trick last year with the loss of its three senior assistant directors. Will the Minister explain what conditions prevailed at the library that caused this to happen and why has it taken so long to replace these three very talented people?

**The Hon. Diana Laidlaw:** I can get advice from Mr O'Loughlin or from the library itself.

**Mr O'Loughlin:** Two of the three replacements have been recruited and are in place. The third one is the associate director in charge of PLAIN. It has proved difficult and has been driven in part by difficult market circumstances and trying to find people with strong IT skills because of Y2K, which has soaked up a lot of people with qualifications for those positions. The three associate directors have all moved on to promotions or jobs at higher levels, and it seems that library experience is valued in other parts of the Government.

**Mr HANNA:** In answer to a question from the member for Norwood about the composition of various boards the Minister was bemoaning her lack of influence over boards such as the ADT and the Jam Factory, despite the previous capacity to nominate members of boards like that. In answer to an interjection from me earlier the Minister committed herself to the independence of organisations like that. How can the Minister then explain that she has ministerial assistants serving on boards and committees within the arts area? Does that not mean that the Minister has her claws in these pies, so to speak?

**The Hon. Diana Laidlaw:** This is an interesting issue. It has been taken up by the Arts Industry Council, so I suspect that it has spoken to the Labor Party about this matter. This issue is relevant to whatever Government. I recall that, when Anne Dunn was head of the Arts Department, Anne Levy, the then Minister, actually made her the Chair of the Adelaide Festival Centre Trust. I am just saying—

*Mr Hanna interjecting:*

**The Hon. Diana Laidlaw:** No. I am talking about particular boards and the powers of the Minister in respect of those boards. For instance, Mr O'Loughlin has not been appointed to the Adelaide Symphony Orchestra board or Ms Worth to the board of the Adelaide Festival where they hold Chairperson positions, as has happened in the past. Ms Worth's position on the Adelaide Festival board was accepted by me on the advice of the Chairman, Mr Tweddell.

As Ms Worth, Mr Tweddell and management know, it was my initial wish that Ms Worth not take up the position but, because of her experience and the contribution she had made and notwithstanding the smaller size of the board, it was the wish of the Chair. I have the highest regard for Mr Tweddell, and in order to keep him and to have a board with which he was comfortable in terms of diversity of opinion, expression and skills (which I thought were important to the new structure), I accepted his advice and that of other board members. It was not my initial position.

Regarding Mr O'Loughlin, there was a vacancy on the board for one of the three positions that the State has in terms of the money that is invested by the State Government in the Adelaide Symphony Orchestra. At the time of Mr O'Loughlin's appointment, he was on the Symphony Australia board.

*Mr Hanna interjecting:*

**The Hon. Diana Laidlaw:** I hope that, since the State has invested \$1 million—it invests more than any other State Government in a symphony orchestra, as I mentioned before—we would have some influence. This is a new board, and in those circumstances I think it is desirable that the State have three board positions. This was deliberately negotiated. The company is owned by the ABC and is probably funded three to one by the ABC and the Federal Government.

**Additional Departmental Adviser:**

Ms Carmel O'Loughlin, Director, Office for the Status of Women.

**The CHAIRMAN:** We are now dealing with matters relating to the Office for the Status of Women.

**Ms KEY:** I refer to the report that was released by the Commissioner for Public Employment, and also Portfolio Statement 6.62. In the report entitled 'South Australian Public Sector Work Force Information at June 1998', the Commissioner for Public Employment said:

Men were predominant in longer term and ongoing appointments, while women were predominant in short term and casual appointments.

Can the Minister, maybe not tonight, provide comparative figures in this area on an individual agency basis? Does the Government have any strategies in place to combat the obvious gender bias in the awarding of employment—some of it being historical, of course? To what does the Minister attribute such employment patterns?

**The Hon. Diana Laidlaw:** This is related to general employment within the Public Service?

**Ms KEY:** Yes.

**The Hon. Diana Laidlaw:** I also know that the most recent figures I have received are that over 60 per cent, perhaps 64 per cent, of public servants are women. Certainly I will get the answers to the questions asked by the honourable member. Over the coming year the Government will progress a number of initiatives that will reinforce the status of the 'shopfront' Women's Information Service which is

providing the best practice benchmark in Australia for the delivery of information services to women. One of these initiatives is our 'in house' program which will be expanded enabling more women to learn the skills necessary to access information through the Internet.

A further program involves rural women's access to information through the Internet. This will be promoted at four rural sites, and a further site will be established in the remote areas of the State in the coming year. Further initiatives will be taken in the coming year also to increase personal contact with rural women, and the Office for the Status of Women and Women's Information Service intend to utilise Transport SA's new mobile office in attendance at country shows and field days for increasing this personal contact.

South Australia leads all States in achieving the highest proportion of women on Government boards and committees, but in the coming year a number of initiatives will be taken to increase representation in decision making at this level. Also, leadership opportunities for women will be enhanced, with the release of an induction kit for all new women members on boards and committees while, in conjunction with Business and Professional Women Australia, a publication is being prepared to assist young women to find and benefit from access to mentors. In 1999-2000, the Women's Advisory Council will continue its work to promote women's financial independence through the release of a further information checklist and the production of a business planning kit for rural women, which kit is being prepared in conjunction with Westpac. With respect to family friendly workplace options, over the coming year the Women's Advisory Council will host a round table on future issues in child-care for women, and the Office for the Status of Women will expand the Roma Mitchell House Vacation Care program and address issues of permanent part-time employees.

Other projects being undertaken by the Office for the Status of Women include work on domestic violence and prostitution issues, plus women's use of the city, a project being advanced in conjunction with the Adelaide City Council, the University of Adelaide and TransAdelaide. Again, in the spring session of Parliament, the Annual Women's Statement will be tabled. This will be the fourth and it will outline initiatives being pursued across Government to address the needs and aspirations of women.

**Ms CICCARELLO:** Last year the Minister for Police, the Hon. Iain Evans, announced a committee to examine current prostitution law in South Australia. Is the Minister involved in such a review and, if so, will she provide a progress report?

**The Hon. Diana Laidlaw:** I am a member of a group of Ministers that has been convened and chaired by the Attorney-General. The initial committee was chaired by the Minister of Police, and with the new structure of ministries it is now the Attorney-General. A further meeting to discuss model Bills was held about a week ago, but unfortunately on that occasion I was ill with a bad back, so I was not there. Further meetings are scheduled and the Government has a commitment—and certainly that commitment is overdue—to table Bills before this Parliament for debate. Ms O'Loughlin may have more advice on its progress.

**Ms O'Loughlin:** It is still progressing and the Ministers are still talking about the options available.

**Ms CICCARELLO:** Who is on the committee and how many are there?

**The Hon. Diana Laidlaw:** The Attorney-General chairs the committee, and there are also the Minister for Emergency Services representing police issues, the Minister for Human Services and the Minister for Local Government.

**Mr HANNA:** What is the coming year's budget allocation for the child-care round table to which the Minister has referred, what are the terms of reference of the round table, when is the first meeting planned and will the Minister advise as to the membership of the round table, including the eligibility of men to participate?

**The Hon. Diana Laidlaw:** The idea was proposed by the Women's Advisory Council, which is organising the occasion. It wants women from a variety of circumstances to talk about what they believe child-care issues will be in the next five to 10 years. It is looking ahead to the possible challenges in the provision of child-care from their perspective.

**Mr HANNA:** That is a very round table.

**The Hon. Diana Laidlaw:** Yes. It is looking not just at the current issues but also well ahead at what are likely to be issues in child-care. Many service providers and others have proposed workshops. I think it would be excellent if men wished to participate. Ms O'Loughlin may have further advice.

**Ms O'Loughlin:** One of the first sessions will be a visioning session, including women who have used child-care and prospective users, and we are looking for a father who has responsibility for child-care to take part in that visioning session. Men are being invited, so it is not exclusively for women. We want to share child-care; we do not want to see it exclusively as a women's issue.

**The Hon. Diana Laidlaw:** Is it attendance only by invitation, or will it be more open?

**Ms O'Loughlin:** It is by invitation only.

**The Hon. Diana Laidlaw:** Will you send Mr Hanna an invitation?

**Ms O'Loughlin:** We have not thought about it; are you a father?

**Mr HANNA:** I am here to ask the questions, actually. What about the invitations? Are they set?

**Ms O'Loughlin:** Nothing has been sent out yet; that is being formalised now.

**Mr HANNA:** How much money is involved?

**Ms O'Loughlin:** It is minuscule; it is under \$1 000.

**Mr HANNA:** So, it is a smaller table than I thought.

**Ms KEY:** My question is in relation to women impact statements, and I would like the Minister to comment also about family impact statements, which we believe are part of the Government's policy with regard to Cabinet submissions. Does the Office for the Status of Women have a process whereby it examines all Cabinet submissions for their impact on women? Being the shadow spokesperson for industrial relations, I would also be interested to know, if that is the case, whether an assessment on the impact on women was done with regard to the Workplace Relations Bill which will be introduced in this House on 5 July, as I understand it.

**Ms O'Loughlin:** We attend the Cabinet office every Friday morning to look at new Cabinet submissions, and we certainly made a response to that.

**Ms KEY:** And what about the family impact statement?

**The Hon. Diana Laidlaw:** It is a required part of every Cabinet submission that its cover note, which is a summary of the submission, indicate whether or not a family impact statement has been produced. It is certainly not relevant in every instance. There is no specific requirement that the cover

sheet show whether a women's impact statement—or a youth impact statement, for that matter—has been made. The only particular reference to women is in terms of boards and committees and, when such submissions come up, every submission is required to advise whether they have made contact with the Office for the Status of Women and the register; the composition of the board, including men and women at this time; and the impact of the changes of appointments on the composition of the board, for women.

**Ms KEY:** I was asking whether this happened with all Cabinet submissions. Is the Minister saying that it is mainly to do with the appointment of people to boards, councils and so on? Did I understand what the Minister was saying?

**The Hon. Diana Laidlaw:** I am saying that it is required that, in terms of all submissions related to appointments, there be a reference to the number of women and men on the boards prior to the new appointments and following the appointments. In terms of all other Cabinet submissions, Ms O'Loughlin indicated that she does sight those submissions on the Friday before the Cabinet meeting. There is not a particular requirement for a women's impact statement to be provided but the Office for the Status of Women does provide comment as it sees fit on Cabinet submissions.

**Ms KEY:** Does the Minister feel that some achievements have occurred by having that process in place; and can she perhaps cite any examples of achievements that have been realised because of the process?

**The Hon. Diana Laidlaw:** There was certainly debate on the IR Bill in Cabinet—and I am not able to talk in particular terms about Cabinet discussions—on a whole range of issues, as one would anticipate, including social, education and transport issues—women being major users of transport. We talked about those matters. What the Office for the Status of Women does very effectively is get involved in addressing the issues before they get to Cabinet level and making an impact at that time and influencing it, rather than my trying to influence Cabinet in a rather short time frame when matters have almost reached a head.

**Ms O'Loughlin:** We certainly have a great deal to do with the Attorney-General's Department, with which we have a good relationship, and so, when legislative issues come in, we are able to have some input.

**The Hon. Diana Laidlaw:** And you have been heard, too.

**Ms O'Loughlin:** Yes. We try not to leave it until the last minute. We try to become involved earlier rather than later and rather than holding up a process. If we get in early enough, we can really make a difference.

**Ms CICCARELLO:** I note that the budget papers indicate that the 1999-2000 target is to increase total inquiries of the Women's Information Switchboard by 5 per cent. How will this be achieved? By what percentage did inquiries increase in 1998-99? What is the total allocation to the Women's Information Switchboard for 1999-2000 compared with 1998-99? What is the nature of women's contact with the Women's Information Switchboard, that is, by telephone or in person?

**The Hon. Diana Laidlaw:** Contacts with women have increased significantly from 14 267 in 1997-98 to 19 701 this financial year—and the year is not yet over. This reflects a 38 per cent increase overall in the number of contacts. Certainly, we attribute that increase in large measure to the new shopfront location in the Station Arcade, which is much more accessible, with some 70 per cent walking in off the street, compared to telephone contact. That was not the experience when Women's Information was in Kintore



Avenue. I am advised that when it was in Kintore Avenue, the walk-in contact was less than 10 per cent: it is now 70 per cent.

The women's Internet access program has also encouraged more women to be guided and assisted through that measure and, once they are familiar with the service and with the Internet, they do not need to come to see us or make contact through the office again. The Rural and Remote Internet Program is being established, involving Eyre Peninsula, the Riverland, Marion and the South-East; and a new program for women in remote areas will be established in the coming year—and is again being supported by WIS but does not require longer term direct contact. It makes women far more independent in that sense. The budget for WIS this financial year is \$495 000; it will be \$501 000. I will take the other questions on notice.

**Ms CICCARELLO:** I understand that there was an industrial dispute at WIS about six months ago. Can the Minister outline the nature of the dispute and say whether the situation has been resolved?

**Ms O'Loughlin:** The whole Public Service was taking industrial action and the women at WIS who are members of the PSA wanted to work with the rest of the PSA—and did so. The service was kept open by management. They decided to work to rule; they took half an hour for lunch and we staffed it over the half hour break.

**Mr HANNA:** How much was spent in relation to the Women's Advisory Council in 1998-99; what is the estimate for 1999-2000; what were the council's achievements in 1998-99; and what was the level of community consultation undertaken by the council with rural women as compared with metropolitan based women and women of non-English speaking background?

**The Hon. Diana Laidlaw:** The Women's Advisory Council will be allocated \$100 000 this coming financial year, which is the same budget as this financial year. In addition, support to the value of \$37 000 is provided by the Office for the Status of Women to cover office, meeting and accommodation expenses; telephone; fax; postage; stationery; Internet expenses; and photocopying. The budget allows for the payment of sitting fees, travel expenses for meetings and conferences, etc.

They have had a busy year with a number of projects being completed, including women's financial independence, with a report which I released recently called 'More than Pin Money: Issues in Women's Financial Independence'. Also, an outstanding set of financial check lists have proven so popular that there is demand from financial institutions in not only this State (with the prospect of some sponsorship support) but also interstate. The check lists released this year were: financial issues to consider at the end of a relationship; financial issues to consider in the event of death; and understanding financial terms generally.

Investing and superannuation are matters being considered for financial check lists. These are questions one should be asking in this coming year. Interest has been shown by young women about issues which are relevant to them but which may well be different from someone my age. Work is underway in conjunction with Westpac and women in small business on a business planning kit for rural women. That has certainly involved a lot of consultation with rural women about the issues that are particularly important not only in farming communities but in townships: it may well be different from women living in city areas. It will be released at the Bordertown rural women's gathering later this year.

In terms of work in respect of the round table, there have been meetings with various public servants on various issues. The Women's Advisory Council was instrumental last year in working with the Passenger Transport Board to produce a sensational guide to how to set up a community transport system. That is now being sold interstate. Some members of the Women's Advisory Council are a bit tentative about making money in terms of the good work and material they produce. I keep urging them to make money, but they would rather give their work away and support women generally. So, that is a range of some of the work that they are doing.

**Mr HANNA:** Will the Minister comment on the consultation in respect of those different groups: rural, metropolitan, non-English speaking?

**The Hon. Diana Laidlaw:** It depends on the subject. They had a phone-in on issues related to financial independence and received strong support from the rural community. I can get those figures for the honourable member. In terms of the business planning kit for rural women, that has involved three rural women as members, but in the past year I do not believe that they met in a situation outside of Adelaide.

**Mrs PENFOLD:** What progress has been made towards the Government's goal of 50 per cent representation of women on Government boards and committees by the year 2000? How does the gender balance on Government boards and committees in South Australia compare with other Australian jurisdictions?

**The Hon. Diana Laidlaw:** The figure for women on boards and committees in South Australia as at 10 June is 31.53 per cent; for Western Australia (same date), it is 25.6 per cent; New South Wales, 28.4 per cent; Queensland, 23.4 per cent; Northern Territory, 25.3 per cent; Victoria, 27.7 per cent; and Tasmania, 26.9 per cent. So, we are ahead, but I have to acknowledge that in terms of meeting our goal of 50 per cent by the end of the year 2000 it will be a bit of a challenge. It has concentrated my mind and we have had considerable input from the Office for the Status of Women and from Ministers in addressing this issue.

A number of measures will be taken over the next few months of which I will be pleased to inform the Parliament shortly in terms of addressing the number of women on boards and committees. In fact, in some cases it is particularly hard to do, because you seek nominations but as a Minister you do not have a choice in terms of all board appointments. This year in planning it has been a nightmare to get a number of the representative bodies; in fact, they have been shocked when I have asked them to consider three appointments, of which one will be a woman. Some do not even have women as members yet.

We are working through those issues. I am not sure that in terms of collection whether the Government should be accountable when it is not directly responsible for the person who is being nominated, even though we must appoint that person. So, they are some of the issues we are looking at. As shadow Minister for Industrial Relations you might speak to the UTLC, because it is one of the biggest sources of disappointments in terms of nominating women. Two Cabinet submissions were recently presented and there were no UTLC nominations of women. I may talk that through with you.

**The CHAIRMAN:** We have arrived at the agreed time. I declare the examination of the votes completed. I thank the Minister, the members, the advisers and the parliamentary staff for their excellent cooperation today. I feel that the day

has been very worthwhile, with 128 questions and 34 supplementaries being asked.

**ADJOURNMENT**

At 9.47 p.m. the Committee adjourned until Tuesday 29 June at 11 a.m.