

HOUSE OF ASSEMBLY**Tuesday 5 July 2011****ESTIMATES COMMITTEE B****Chair:**

Hon. M.J. Wright

Members:

Ms F.E. Bedford
Mr J.A.W. Gardner
Mr S.P. Griffiths
Ms R. Sanderson
Ms M.G. Thompson
Mrs L. Vlahos

*The committee met at 09:59***ATTORNEY-GENERAL'S DEPARTMENT, \$137,204,000****ADMINISTERED ITEMS FOR THE ATTORNEY-GENERAL'S DEPARTMENT, \$42,833,000****DEPARTMENT FOR TRANSPORT, ENERGY AND INFRASTRUCTURE, \$168,429,000****ADMINISTERED ITEMS FOR THE DEPARTMENT FOR TRANSPORT, ENERGY AND
INFRASTRUCTURE, \$13,704,000****SOUTH AUSTRALIA POLICE, \$656,320,000****ADMINISTERED ITEMS FOR SOUTH AUSTRALIA POLICE, \$168,000****Witness:**

Hon. T.R. Kenyon, Minister for Recreation, Sport and Racing, Minister for Road Safety, Minister for Veterans Affairs, Minister Assisting the Premier with South Australia's Strategic Plan, Minister Assisting the Minister for Employment, Training and Further Education.

Departmental Advisers:

Mr I. Nightingale, Chief Executive, Department of Planning and Local Government.

Mr T. Arbon, Director, Office for Racing.

Mr P. Dowling, Principal Policy and Planning Manager, Office for Racing.

Ms J. Byrne, Deputy Chief Executive, Attorney-General's Department.

Mr A. Swanson, Director, Business and Financial Services, Attorney-General's Department.

Mr J. Cameron, Ministerial Adviser.

The CHAIR: The estimates committees are a relatively informal procedure and as such there is no need to stand to ask or answer questions. The committee will determine an approximate time for consideration of proposed payments to facilitate changeover of departmental advisers. I think that has been done.

Changes of committee membership will be notified as they occur. If the minister undertakes to supply information at a later date it must be submitted to the committee secretary by no later than Friday 30 September. I propose to allow both the minister and the lead speaker for the opposition to make short opening statements if they so wish.

There will be a flexible approach to giving the call for asking questions based on about three questions per member, alternating each side. A member who is not part of the committee may, at the discretion of the chair, ask a question. Questions must be based on lines of expenditure in the budget papers and must be identifiable or referenced. Members unable to

complete their questions during the proceedings may submit them as questions on notice for inclusion in the House of Assembly *Notice Paper*.

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. All questions are to be directed to the minister, not the minister's advisers. The minister may refer questions to advisers for a response. I also advise that, for the purposes of the committees, television coverage will be allowed for filming from both the northern and southern galleries.

I declare the proposed payments open for examination and refer members to Portfolio Statements Volume 1 and Volume 4. I now call upon the minister to make a statement if he so wishes. I understand that we are doing racing first?

The Hon. T.R. KENYON: Racing first, yes. I have no opening statement; we will just proceed.

Ms BEDFORD: We're racing!

The Hon. T.R. KENYON: We're racing; just waiting for the first question now.

Mr GRIFFITHS: On behalf of the Hon. Terry Stephens, the shadow minister for recreation, sport and racing, I can say that he is looking forward to the next 1½ hours and the answers that the minister will provide.

The Hon. T.R. KENYON: It is hard to look forward to it when you are not here.

Mr GRIFFITHS: He is listening upstairs.

The Hon. T.R. KENYON: Hello, Terry.

Mr GRIFFITHS: I start with Budget Paper 4, Volume 1, page 65. It is hard to discern from the details provided on that page as to what the actual costs are for running the Office of Racing. Can you give me a breakdown of that and include staff, office costs and travel components—all the make-up of the office running expenses?

The Hon. T.R. KENYON: I will get Mr Arbon to answer that.

Mr ARBON: The office budget is \$500,000. Staffing is about \$230,000 of that, and there are two FTEs.

Mr GRIFFITHS: So, the other \$270,000, then, is devoted to what cause?

Mr ARBON: Operational expenses, and the government made a grant of \$100,000 out of that to the Mount Gambier Harness Racing Club.

Mr GRIFFITHS: Is there a component that involves travel for you and the minister?

Mr ARBON: There is a component within the budget that involves travel, yes.

Mr GRIFFITHS: May I be told what that is?

The Hon. T.R. KENYON: No.

Mr GRIFFITHS: I am being polite, minister.

Mr ARBON: Domestic air fares were \$9,500, accommodation was \$5,000.

Mr GRIFFITHS: That was for the 2010-11 financial year?

Mr ARBON: Yes.

Mr GRIFFITHS: But the figures you quoted to me, were they 2010-11 or were they for the 2011-12-year?

Mr ARBON: 2010-11.

Mr GRIFFITHS: Can you provide me all the figures I have asked for for the 2011-12 financial year also please?

Mr ARBON: I understand the budget is about \$550,000 for 2011-12. The way the budget is split is up to the office in relation to what is used for accommodation and air fares, it is discretionary.

Mr GRIFFITHS: But it requires ministerial support for the discretionary dollars or is it handled by the senior person of the two who work within the office?

Mr ARBON: Yes, and the chief executive.

Mr GRIFFITHS: I recollect that you said \$9,000 for travel and \$5,000 for accommodation in 2010-11: where were the locations travelled to?

Mr ARBON: In 2010-11 there was an Asian racing conference in Sydney and also a ministers' conference in Sydney. There have been a number of working parties as a result of the ministerial conference in Sydney and Melbourne.

Mr GRIFFITHS: And that is a regular thing for the Office of Racing to do that each year?

Mr ARBON: Yes, the Asian racing conference is every two years, but there is certainly a ministers' conference every year and working parties associated with that.

Mr GRIFFITHS: It is certainly a very important industry for our nation, so I respect that investment needs to be put there. Thank you for the answers, Mr Arbon. Still on the same budget paper, minister, and this is a question in regard to the race field legislation. I hope you know more about this than I, but the question posed is whether the minister can update the committee on the success and impact to net revenue to the racing industry in South Australia as a result of that race field legislation?

The Hon. T.R. KENYON: Essentially it is tax relief for the racing industry. In 2009-10 it was \$8.45 million, in 2010-11 it is an estimated result at this point of \$7.843 million, and for 2011-12 the budget is for about \$8 million.

Mr GRIFFITHS: To clarify, my discussion with the shadow minister talked about a legislative arrangement between the Northern Territory originally and New South Wales and then also South Australia became involved in what is like a licence fee that is applicable based on investment in betting between the two states. There is a return on who puts the race on so that industry gets a return on it too. Are we talking about the same thing?

The Hon. T.R. KENYON: Yes, I might get Mr Arbon to answer in more detail.

Mr ARBON: The product fee that applies in South Australia is legislated for and the controlling authorities charge all wagering operators around the country 10 per cent of gross profits and this is what that amount is.

Mr GRIFFITHS: So, is it a cash positive transaction for South Australia? Do we get more in than we lose?

Mr ARBON: Yes, it is: this is additional money to the racing industry.

Mr GRIFFITHS: So that cash positive amount is the value the minister referred to in his answer?

Mr ARBON: That is correct.

Mr GRIFFITHS: Are you in a position to give me the total value of transactions—what goes out and what comes in? You have only given me the net figure and not the gross figures.

Mr ARBON: Can you ask that question again please?

Mr GRIFFITHS: If you told me what is the cash positive situation, presumably there is an outgoing also.

Mr ARBON: Yes, there is.

Mr GRIFFITHS: I do not know what the cream on the top is—that is a good figure, from the sound of it. What is the total value of the transactions that are occurring? There is a payment New South Wales is receiving and a payment we are receiving.

Mr ARBON: This is the payment we are receiving. There is obviously an outgoing by the TAB here and bookmakers, and my understanding is that that is around \$5 million. What is coming in is about \$13 million, less the outgoings.

Mr GRIFFITHS: \$13 million?

Mr ARBON: It is around that figure.

Mr GRIFFITHS: That gives me the broad outline. How long has that situation been in place?

Mr ARBON: It commenced 1 September 2008.

Mr GRIFFITHS: And that is not a thing reviewed every five years or anything like that—once it is in place that is it?

Mr ARBON: Either late this month or early next month there is a High Court hearing on the validity of the New South Wales legislation. It depends on the outcome of that whether it will impact on the South Australian legislation. If the legislation is found to be valid, the controlling authorities have integrity and contribution agreements that they sign with the wagering operators, and they last for 12 months to two years. When those contracts are renewed, they have the option to lift that 10 per cent to their choice, maybe 15 per cent of gross profits, or they may charge up to 1 per cent of turnover. It is up to the controlling authorities to decide that.

Mr GRIFFITHS: Is the South Australian legislation which provides this opportunity based on New South Wales?

Mr ARBON: Ours is slightly different.

Mr GRIFFITHS: But are we therefore subject to Supreme Court review also?

Mr ARBON: I think the only thing that we will be subject to is whether the High Court decides whether wagering operators are charged a percentage of turnover or a percentage of gross profit.

Mr GRIFFITHS: That is interesting then, so it is not the industry that is determining that then, is it, or is it the—?

Mr ARBON: The industry in South Australia determines whether they want the product fee to be based on turnover or gross profit.

The Hon. T.R. KENYON: That is at the moment, and then it is possible that the High Court will say that you can have one or the other.

Mr GRIFFITHS: Has South Australia, given that potentially might have some impact, been involved in preparing for the case and putting submissions forward at all?

Mr ARBON: Originally, they supported New South Wales, but I think in this case they are not. Every jurisdiction in Australia has the potential to be impacted by this. The industry is well aware of that. Having said that, the High Court is also of the view that the wagering operators need to pay the industry something for the use of their product.

Mr GRIFFITHS: Certainly, but the action taken in the High Court is based on an action by whom? Who is actually upset by this?

Mr ARBON: The action in the High Court was appealed by Sportsbet and Betfair from a decision of the Federal Court against Racing New South Wales, Harness Racing New South Wales and the New South Wales government.

Mr GRIFFITHS: Minister, same budget reference (and I am not sure about this one either myself), can the minister advise from the summary of the expenses and income, which appear on page 65, what money, if any, is allocated directly to the racing industry? Because it is a collection of figures for rec, sport and racing, is there a program that actually identifies where we can get the exact figures from?

The Hon. T.R. KENYON: No, we have made grants to individual clubs, but we do not have a direct assistance to racing per se from the Office for Racing. We fund the Office for Racing, and we have some discretionary spending in that, in how we might assist racing from time to time, but there is no consistent and direct funding to racing. They have substantial resources on their own, and they have income from betting streams.

Mr GRIFFITHS: So the \$550,000 Mr Arbon referred to before for the 2011-12 budget, that is the total amount available that—

The Hon. T.R. KENYON: To the Office for Racing, yes.

Mr GRIFFITHS: And there is no other commitment from state at all to racing activities?

The Hon. T.R. KENYON: No.

Mr GRIFFITHS: Other than grants, such as Gawler, when they got \$6 million?

The Hon. T.R. KENYON: Yes, or the \$100,000 we just gave to the Mount Gambier Harness Racing Club.

Mr GRIFFITHS: Of course, yes. I refer now to the Gawler racecourse redevelopment, and it is a little bit historical but still very topical. Are you able to provide confirmation that that redevelopment will be completed?

The Hon. T.R. KENYON: There is no reason to think that it will not. It is certainly at that point now, it is up to the developers to complete that. They have approval to subdivide it. They will sell that land off and they will have money in the bank, and then it is up to the people they sell the land to to develop the land.

Mr GRIFFITHS: I will break my questions up into two components, but from the racing activities point of view, the redevelopment that was funded via the state and via partial sale of land, that has been fully completed from your side of things, the racecourse itself?

The Hon. T.R. KENYON: Yes, that is all done.

Mr GRIFFITHS: The redevelopment is a big challenge, though, is it not? Has there not been an appeal by the Gawler council about the development plan amendment?

The Hon. T.R. KENYON: There was a judicial review process but that has been since resolved in favour of the club so it is clear to go.

Mr GRIFFITHS: In the time that you have held the portfolio have you met with representatives of Racing SA or Thoroughbred Racing SA with respect to the redevelopment proposal?

The Hon. T.R. KENYON: No.

Mr GRIFFITHS: They have not approached you?

The Hon. T.R. KENYON: No. It is pretty much a done deal. Anything that happens now is in the courts and we have no further involvement.

Mr GRIFFITHS: The Hon. Mr Bolkus has not approached you at all for an opportunity to meet about it?

The Hon. T.R. KENYON: No; never has.

Mr GRIFFITHS: This is going swimmingly.

The Hon. T.R. KENYON: Much as I love Nick, he has not approached me. I feel a bit left out, actually. I must not be important enough.

Mr GRIFFITHS: Not in everyone's eyes! I confirm that is the end of the questioning for racing.

The CHAIR: We will facilitate the movement of advisers for the minister, and thank the advisers for racing.

Departmental Advisers:

Mr I. Nightingale, Chief Executive, Department of Planning and Local Government.

Mr P. Anderson, Executive Director, Office for Recreation and Sport.

Mr C. Paul, General Manager, Finance and Business Improvement, Office for Recreation and Sport.

Mr W. Battams, Director, SA Sports Institute.

Ms K. Taylor, Director, Industry Development and Participation, Office for Recreation and Sport.

Ms J. Hughes, Director, Venues, Infrastructure, Planning and Policy, Office for Recreation and Sport.

Mr A. Swanson, Director, Business and Financial Services, Office for Recreation and Sport.

Ms J. Byrne, Deputy Chief Executive, Attorney-General's Department.

Mr J. Cameron, Ministerial Adviser.

The CHAIR: Still no statement, minister?

The Hon. T.R. KENYON: No statement and no questions.

The CHAIR: Shadow minister, you have the call.

Mr GRIFFITHS: I refer to page 66 of Budget Paper 4, Volume 1, and the various cuts that have been announced to the South Australian Sports Institute sports programs. There are going to be a lot of questions about this and there will be a bit of a focus because there is a lot of concern in the community. Can you advise, based on the best available information you have, how many coaches and athletes will be affected by these cuts?

The Hon. T.R. KENYON: There will be seven coaches in total affected and about 160 athletes. Two of the coaches are employed by SASI and the other five are employed by the sports directly. Of those seven coaches, six will have ongoing positions and the women's football coaching position will be advertised.

Mr GRIFFITHS: SASI funding has been cut and you said that seven coaches were affected by that.

The Hon. T.R. KENYON: Yes.

Mr GRIFFITHS: Who is funding the ongoing positions?

The Hon. T.R. KENYON: Indirectly, we will through our step grants. Instead of funding them directly out of SASI, for the next 12 months we will be funding them out of step grants while they make other arrangements and we negotiate with them on how they may run their elite programs.

Mr GRIFFITHS: By doing that, by transferring financial responsibility for the employment to step grants—which have been in place for a while, have they not—is that not putting pressure upon—

The Hon. T.R. KENYON: No, it will be an equivalent amount. We will take the equivalent amount that we are funding them out of SASI and put that across through our step grants. We have some discretion in how we hand out the step grants and we will be using that for the next 12 months. We will be using step grants to keep that funding level up while they make arrangements.

Mr GRIFFITHS: Can you confirm what the value of those transfers are? How much has been taken out?

The Hon. T.R. KENYON: I can get that to you; I will take it on notice and get it to you for the individual amounts, but it will be the equivalent of what they are receiving through SASI now.

Mr GRIFFITHS: Why the change in focus? Why the reconfiguration of where the money actually comes from? It seems to me that you have created some pain for yourself.

The Hon. T.R. KENYON: The next 12 months is a transition period, so after 12 months we would seek to finish off that STEP funding. In that time they should have made other arrangements; this is just to help them through the next 12 months. Eventually we will get a reduction in the amount of money we are spending, but for the moment we will actually be increasing it for the next 12 months.

Mr GRIFFITHS: So in 12 months' time, what will be the value of money taken away out of STEP programs? What is the total employment cost for those six people?

The Hon. T.R. KENYON: It is seven in total.

Mr GRIFFITHS: I think there were only arrangements in place for six, weren't there?

An honourable member interjecting:

Mr GRIFFITHS: True.

The Hon. T.R. KENYON: It is hard to give you a precise amount; perhaps we will get back to you on that as well, because it is often jointly funded through sports or the sporting bodies themselves. Five of those coaches are employed by the sports, and sometimes it is a joint funding arrangement. So we will get you that breakdown.

Mr GRIFFITHS: You referred to athletes and I think it was 168—

The Hon. T.R. KENYON: It was 160-odd.

Mr GRIFFITHS: What is the impact on those people: they have all financial support taken away?

The Hon. T.R. KENYON: A lot of them are scholarships; a very large chunk of them are scholarships, and it is about \$500 or \$600 value per person. The rest of them are more intense programs; but almost all of them are scholarships, in fact. The reason we are doing this is that we need to consolidate the number of sports we are providing through SASI, and we are increasing the amount of funding to each one of the programs that remain in SASI. There are ten sports that will remain in SASI, and they will all have an increase in funding.

We are focusing on those areas where we have very good facilities, such as swimming, volleyball, water polo and canoeing down at West Lakes. We are trying to make use of the facilities we have, use them as efficiently as we can, and put more money in and do them as well as we can. That is what we are trying to achieve there. Some of the funding was \$20,000 a year, and you cannot make a meaningful contribution to elite sporting arrangements with \$20,000 year.

Mr GRIFFITHS: Can you put on the record, for the committee's benefit, what sports have had funding withdrawn?

The Hon. T.R. KENYON: Men's and women's soccer, basketball, baseball, aerial gymnastics, sailing and tennis have all been cut. Sailing was a trial program, I think, and that was \$20,000; we will not continue with that trial. Tennis was a \$20,000 contribution where Tennis South Australia is contributing \$200,000 to their program, so we are a small contributor to that. We had one athlete in men's aerial gymnastics, and we will continue to support him with a scholarship but we will not have a specialist program. Baseball is no longer an Olympic sport, and the soccer people wanted to start running their own elite programs; there is no point in us trying to run a program and them running a program and us not doing what they want. It is better that they run it, essentially; it is their sport. Basketball and soccer are feeder programs internationally; national programs.

Mr GRIFFITHS: So the 160-odd athletes are within those identified sports?

The Hon. T.R. KENYON: In those seven sports, yes.

Mr GRIFFITHS: There has been no withdrawal of scholarship opportunities within the other 10 sports?

The Hon. T.R. KENYON: The 10 remaining sports, no.

Mr GRIFFITHS: I note in the performance indicators that scholarships are going down from 560 estimated result for 2010-11 to 393, so that is where that—

The Hon. T.R. KENYON: That is that number, yes.

Mr GRIFFITHS: Can you confirm whether the value that you attach to your scholarship includes in-kind support; for example, strength and conditioning facilities, weights coaches, recovery, sports medicine?

The Hon. T.R. KENYON: There are no direct grants made to athletes. It is basically a service cost or a per athlete value of the service that is provided, so exactly what you are saying: coaching, gym, sports science.

Mr GRIFFITHS: So that is what makes up the value of the scholarship that is provided to them?

The Hon. T.R. KENYON: Yes; so, access to SASI, essentially, and the sports scientists there.

Mr GRIFFITHS: I can understand that you have reasons for the decisions that you made and, with the success of Luke Saville, the young fellow from Cobdogla in South Australia who has won the Wimbledon Boys' Championship, I am guessing that he would have had some level of support in the past and therefore that is a great opportunity to promote state government support for regional young sports people. They can come down and get the best of coaching and then they can go on to win Wimbledon. Is there going to be any review in the future of sports that you profile? Tennis especially is a very high participation sport, so there is the greatest number of opportunities to foster young talent. Does that level of success make you rethink a little bit?

The Hon. T.R. KENYON: Not really, because we were making such a small contribution to tennis's program, and the fact of the matter is that tennis is a very rich sport, a very well financed sport off its own bat, and you have to ask the question whether the government should be financing

a sport that is capable of financing its own elite program. It is a professional, cashed-up sport, and they were adding \$200,000 to their elite program.

We were contributing \$20,000—one-tenth of that—and it just does not make sense. If you are going to do it, you should do it properly, but they are already doing it and doing it well, and it feeds into the Australian Institute of Sport, which he went through. We were giving \$20,000 supplementary funding to the Australian Institute of Sport program, and he went through the Australian Institute of Sport program, so we were giving some money, but it is not any meaningful amount of money.

Mr GRIFFITHS: I do respect that there are a lot of young people out there who are driven and will do whatever it takes to succeed. All of them rely upon a hell of a lot of parental support or relative support or friend support to get them there too, so every little bit of money that is available or every support service that is available makes an opportunity for some young person who might not otherwise have been there. I did not come from a high socioeconomic background and therefore have a chance to do that. I am sure many others in this place have not had that chance either.

The Hon. T.R. KENYON: I did not have the talent to do it.

Mr GRIFFITHS: They would have loved to have had that available to them, so I suppose there will be a focus in our questions because we are concerned that the reduction away from SASI grants is going to take away that little bit that just might have made a difference to somebody. I hope all young kids have ambitions out there to succeed in sport, business, family, whatever—all those things—but there is just a concern that a relatively small amount of money taken away might make a difference to a lot of people overall.

The Hon. T.R. KENYON: The government cannot do everything, and in this case, where we have a sport that is well able to fund itself and well able to fund its own elite program, it should do so. It should make a contribution to its own athletes and its own development programs. I think in this case tennis has responsibility to fund its own programs, because it can afford to. I also think that we were not making a reasonable contribution to that elite pathway. We were not making a difference in any measurable way, and also we have made a transitional arrangement for the next 12 months.

Other states have cut sports: we are not the only state to be cutting sport, trimming down programs and rationalising programs in sports institutes. Where other states have done that they have just cut them: they have not had transitional arrangements. They have not been able to negotiate with the sports and we have been able to do that, so they are not going to have the rug completely pulled out from under their feet come 1 July. They have 12 months to sort themselves out.

Mr GRIFFITHS: I just need final clarification, being one of the regional members of parliament with young people who want to achieve. There has been some level, I thought, of scholarship in direct dollars available to help kids.

The Hon. T.R. KENYON: That is for country athletes, and that will continue. That country athletes program has not changed. That is not specifically targeted at SASI: it is more for exactly those costs that the parents incur in driving and petrol, accommodation, all of those things.

Mr GRIFFITHS: Does that grant vary, or is it \$500, \$1,000, or something like that?

The Hon. T.R. KENYON: We set aside \$35,000 a year for that program and it works out at about \$600 to \$800, depending on how many athletes take it up.

The CHAIR: Do you have any more questions?

Mr GRIFFITHS: I do.

The Hon. T.R. KENYON: An inexhaustible supply.

Mr GRIFFITHS: I am making a few up as we go along, too, only because the detailed answers that you provide me with are fertile ground for some more.

The Hon. T.R. KENYON: I had better stop that then.

Mr GRIFFITHS: Then we might struggle a bit. Participation and to develop sustainable sport in the recreation sector is one of the objectives of the policy, I believe. In reviewing the SASI grants, do you feel as though sports like baseball, soccer, gymnastics, sailing and basketball have

a lower profile within the community and therefore less involvement, and what is the impact potentially upon the health situation of our communities?

The Hon. T.R. KENYON: No. There is a national agreement that we have just entered into about sports institutes which is focused primarily on Olympic sports. Some of those sports have ceased to be Olympic sports so the case for having them at our sports institutes has dropped, and we are not the only state going through this process. It was at the sports ministers conference last month that we signed an agreement that we would try to coordinate how we ran our sports institutes so that you do not have duplication, you do not have two sports institutes doing hurdling and no-one doing 100 metre sprints, and we will try to divvy it up according to facilities, ability to teach and coach and those sorts of areas. So, over time we should have one state doing one sport, feeding into the national program, and other states doing other sports, all feeding into the Australian Institute of Sport, based on the Olympic program

Mr GRIFFITHS: So, a state will take a particular lead role in a particular sport?

The Hon. T.R. KENYON: Correct. That is the ultimate goal. Having to deal with Queensland and New South Wales, who feel they should do everything all the time—

Mr GRIFFITHS: The centre of the universe.

The Hon. T.R. KENYON: That is right—can make life a little bit difficult sometimes, but that is the goal.

Mr GRIFFITHS: The theory there sounds appropriate but you would recognise that it makes it very hard for people in other states to actually be in those states to have that focus opportunity, unless you are at the top of the tree.

The Hon. T.R. KENYON: The sports are not going to be centralised. We are not going to have canoeing just in South Australia, for instance: everyone will have their own canoeing program; they will still have their own canoeing clubs that will race internally in their own states, but at a certain point, once you get to a certain level, the idea is that you would move to the state that has the sports program—you develop to a certain point and then you are accepted into the national program.

That is not to say that you will not get someone out of left field who just happens to be really good at rowing in New South Wales who does not come through a state institute but by winning competitions might go straight into the Australian Institute of Sport. Personally, I think it is not a bad thing for kids to travel. If they have to go and live in another state for a little while that is not bad thing—it is good for them, I think. New South Wales does not agree with me, but my view in life is that it is good for kids to travel and get away and learn to live by themselves for a little while.

Mr GRIFFITHS: I know the minister has children. I am sure you would not like to see, say, a daughter or a son leave home at 13 to go to the elite academy of swimming.

The Hon. T.R. KENYON: No; she will be at school until year 12 and then, if they choose to pursue sporting endeavours, they can do so at that point.

Mr GRIFFITHS: But in a real sense it happens at an earlier age than that, doesn't it? For example, the young Seebom lass, who is South Australian and her father played league footy for Glenelg, went away at a young age, didn't she?

The Hon. T.R. KENYON: They do the training, and there will still be state-by-state training in various areas. If they really want to get serious and go to a state training program, they can travel.

Mr GRIFFITHS: Thank you for that. I just want to check on the consultation that occurred—

The Hon. T.R. KENYON: Sorry, I will just add on that. It is incredibly common in the United States, for instance, where there is a really strong university sports system. You almost never go to university in your own state; you travel almost all the time.

Mr GRIFFITHS: In the pursuit of a scholarship opportunity, too.

The Hon. T.R. KENYON: Yes, that's right. That is true but, as I say, I do not think that is a bad thing. Sorry to interrupt your question.

Mr GRIFFITHS: In regard to the level of consultation that occurred with the cuts to the South Australian Sports Institute, were any of the seven sports that you have identified advised prior to the budget announcement of the cut being made? If so, can you confirm which sports were told?

The Hon. T.R. KENYON: We were negotiating with them before the budget was announced, so we had talks with them about where we were heading. They knew in some detail. Perhaps Wes can answer more fully.

Mr BATTAMS: Yes. Discussions were undertaken with a number of the sports at a relatively informal level, just advising them of changes pending the announcement and discussions looking at what the options were for them. One of the key factors was to maintain the national sports investment in the program. The programs are all jointly funded and, accepting the decision we needed to make to target sports, we were mindful of the critical need to retain investment from the national sports organisations in each of the sports. So, consultation was undertaken with the state and the national association to try to secure that ongoing funding, because the funding is joint state government and National Sporting Organisation.

Mr GRIFFITHS: Can I seek clarification? You said a number of sports, but is that all of them? Was it just one or two?

Mr BATTAMS: No. They have all been consulted, and transition agreements negotiated and put in place with them for formalising to enable the grant to be made going forward.

Mr GRIFFITHS: I can understand that post-budget announcement, but indeed pre-budget announcement, was it all sports or just one? Soccer, for instance.

Mr BATTAMS: Certainly, soccer. We had discussions with gymnastics. Sailing was certainly aware. Tennis had been consulted. Basketball had been consulted. Baseball had also been consulted.

Mr GRIFFITHS: That sounds fairly extensive, then. As part of that consultation, were they given an opportunity to put the case for the retention of their funding?

Mr BATTAMS: No, not specifically. In the decision matrix that we used, it was fairly clear the decisions that we had to make through to December 2012 in particular. So, there was not a lot of opportunity for negotiation. The negotiation was in regard to what we could do to assist them in the transition and to try to enable them to maintain a quality program for the current scholarship holders.

The CHAIR: Any more questions?

Mr GRIFFITHS: There are.

The CHAIR: I thought there might be. Anything on the Adelaide Oval?

Mr GRIFFITHS: I am sure I could make some up, if the minister indicates he is prepared to take questions. Actually, on that, minister, have you had an opportunity to review the business plan? Was an SMA briefing provided to you?

The Hon. T.R. KENYON: No. Minister Conlon has been handling Adelaide Oval.

Mr GRIFFITHS: But, surely, as a rec and sport minister you would have to be interested in the outcome of that? It is a long-term sporting investment in South Australia.

The Hon. T.R. KENYON: I came into the ministry far too late in the process to have any useful contribution to make to it. Patrick is handling it very, very well.

Mr GRIFFITHS: Never knock yourself, minister. I realise, coming in only a few months ago, that there is a tremendous up curve in what you are expected to know about, and you would have had a lot to do, anyway. However, as one of the prime debate issues for sport in South Australia, surely you are out and about a lot as minister for rec and sport, people talk to you about the sports that you are there to talk about to them, but also, I am sure, a lot of people talk to you about footy and, indeed, what is happening with Adelaide Oval. So, I am rather surprised to find that you did not ask for a briefing from the SMA.

The Hon. T.R. KENYON: I do not need a briefing from the SMA to talk about the general debate about the oval, about whether or not it should go ahead.

Mr GRIFFITHS: But, indeed, the business plans, the financial projections?

The Hon. T.R. KENYON: It is not up to me. That is all Patrick; he does all that.

Mr GRIFFITHS: Yes, but it impacts upon sport in the future.

The Hon. T.R. KENYON: It is his responsibility.

Mr GRIFFITHS: The minister will build the structure.

The Hon. T.R. KENYON: Yes, and hand it over to the SMA, and I will have nothing to do with it other than to attend football matches and cricket matches.

Mr GRIFFITHS: Okay. I will think of some more later on.

The CHAIR: Do you have any questions about the Adelaide Oval vote?

Mr GRIFFITHS: Well, okay. You are feeding me. I like this. My understanding is that (and I am going off the top of my head here), of the approximately 21,000 members, a bit over 10,500 voted with an 80.3 per cent positive return rate on those votes. I hope other people are nodding in agreement that that is right. Did you have any involvement at all in that vote? Did the SACA talk to you about the voting process?

The Hon. T.R. KENYON: I did get a briefing on the proposal for the vote, yes.

Mr GRIFFITHS: Just on how it would work?

The Hon. T.R. KENYON: Yes; how they intended to do it—the actual process for the vote itself.

Mr GRIFFITHS: That was before the publicity campaign orchestrated by the SACA?

The Hon. T.R. KENYON: Yes.

Mr GRIFFITHS: So, following that there were no discussions between you and SACA either informally or formally at all?

The Hon. T.R. KENYON: Well, a friend of mine was working at SACA, John Kent, who I used to work with in minister Foley's office. I would ask him how it was going, but that was the limit of my involvement.

Mr GRIFFITHS: Do you see, minister, that such a large amount of funds going into one sporting precinct absorbs a lot of capacity that might have existed to support a wide variety of sport across a larger area?

The Hon. T.R. KENYON: That is certainly one argument, yes. Obviously, we are not putting in \$1 billion into one stadium, as was one proposal. We are putting in half that much.

Mr GRIFFITHS: It was not quite that much—\$750 million.

The Hon. T.R. KENYON: Well, \$35 million, over half that much.

Mr GRIFFITHS: Three-quarters of it, actually. It was \$750 million.

The Hon. T.R. KENYON: It is not like your side of the fence is as pure as the driven snow in terms of putting money into sporting stadiums.

Mr GRIFFITHS: I acknowledge that. I suppose my question to you, though, is that if you have acknowledged that concern that it absorbs capacity to fund a large variety of things, have you within the cabinet process since becoming a minister expressed thoughts about the need for us to support grassroots sports across the state?

The Hon. T.R. KENYON: I am not going to discuss the cabinet process. I will add that—

Ms SANDERSON: Could I ask something?

The Hon. T.R. KENYON: Sorry to cut you off, member for Adelaide, but there is a significant amount of money that is being tied up in the SACA in its interest payments—approximately \$9 million a year. SACA has stated that that will go into cricket development. No doubt they will put some money into the Redbacks to try to lift their performance, but they will also put a lot of that into grassroots sport, into grassroots cricket, and that is a good thing—having that \$9 million a year flowing into cricket rather than a bank.

It seems to me to be a good use; and football, eventually, will have access to a large chunk of cash when they start selling off land or make use of the land that is available to them down at West Lakes, and they will use that for the development of football.

The CHAIR: I get the impression that the member for Adelaide would like to ask a question.

Ms SANDERSON: Yes, thank you, Chair. Is it true that all the proxy votes that did not indicate a yes or a no for the redevelopment were taken to be a yes, as in the SACA's position, and is this a standard practice?

The Hon. T.R. KENYON: I do not know the answer to either of those questions because I was not involved in the process.

Mr GRIFFITHS: As a follow up, it is about the SMA briefing suggestion I posed to you. In hindsight, did you feel that it is an important thing? We have had this discussion, you have obviously thought about it in the past, so is it something you want your chief-of-staff to pencil in your diary as soon as possible so that you have a chance for a briefing with it so that you are fully up to speed on the SMA's proposal and the financial modelling that has been done, the suggestion of the increased number of people who will travel by public transport and all the facilities required just so you have that level of corporate knowledge?

The Hon. T.R. KENYON: No. It is Patrick's area. I have enough to think about and now taking on TAFE. I do not see any reason for me to involve myself in the financials of the stadium. It is not my role. I might try to work out the effect on grassroots sport or on the SANFL and cricket, for instance, but there is no need for me to go into the financials of the SMA.

Mr GRIFFITHS: It is more than financials.

The Hon. T.R. KENYON: You have been talking about financials.

Mr GRIFFITHS: Yes, I know.

The Hon. T.R. KENYON: I have general confidence that the stadium will work. I think it will be great for the city. It will be fantastic walking down to a football match on a Friday night. One of the things I enjoy about going to a test match for the cricket is everybody walking down between 10.30 and 10.45. You will have that feel on a Friday night. You will have people in bars waiting for the football to start, they will have something to eat, then they will walk down to the football, watch a game and everyone will walk back. It will be a really enjoyable time; it will be a great community feel. It will look good if it comes off according to the plans. The whole southern bank of the Torrens will be redeveloped and it will be a pleasant place to go.

Mr GRIFFITHS: That is why the opposition put out proposals, because it wanted to revitalise the city and bring people into the city, so there is agreement between us on that aspect of it. It might be a side issue from a Recreation and Sport opportunity, but because it is people leaving or coming to a sporting ground, do you have an opinion on the location or direction in which the bridge crossing will go? Do you think it should be to the Convention Centre or should it be towards Festival Theatre?

The Hon. T.R. KENYON: I have no opinion on that. I will take the expert advice on that one. I imagine they will sort it out soon enough. It sounds like it has been a little bit of a storm in a tea cup this morning, a big blue about not a lot—where a bridge ends. It is very Adelaide.

Mr GRIFFITHS: That happens on a lot of days.

The Hon. T.R. KENYON: We live in Adelaide, it is to be expected I suppose.

Mr GRIFFITHS: We have posed the question about SASI coaches and staff, and you have confirmed that each of the seven has ongoing funding for another 12 months. I refer to Budget Paper 4, Volume 1, page 66: can the minister advise on the community participation programs? Have any of those been cut as part of this budget process?

The Hon. T.R. KENYON: There was a trial that was funded directly out of the office of rec and sport called the Neighbourhood and Community Housing program. We have cut that back a bit, but not completely. We will cease that completely.

Mr GRIFFITHS: What was that program called?

The Hon. T.R. KENYON: The Neighbourhood and Community Housing program. It was going into neighbourhood houses and community houses, those sorts of things, running programs in there. So we were providing equipment in there. That was a trial; we are not going to continue with that trial.

Mr GRIFFITHS: How long did that trial run for?

The Hon. T.R. KENYON: Eighteen months.

Mr GRIFFITHS: So it is not being continued on the basis that it has been evaluated and found not to be worthwhile; low participation?

The Hon. T.R. KENYON: Mainly it is a result of budget cuts. We have had to tighten our belt in terms of total budget to the office of rec and sport. We have not been able to continue with that. More properly it is probably something that should run out of the department that looks after those community and neighbourhood houses; that is Families and Communities.

Mr GRIFFITHS: You are not able to confirm—

The Hon. T.R. KENYON: My preference is for us—rec and sport—to be putting money into sport clubs and recreation groups directly rather than community and neighbourhood houses. I am wary of getting involved in other sectors of government. We should be just doing our job, which is supporting clubs and recreation groups. Apart from that, the grants programs have not been cut. They are under review, as you know. At the moment we are undergoing a review process to see how we might spend that more effectively in supporting community sport. The dollar amount remains unchanged; in fact it will increase with CPI slightly—the total amount will not increase, but the Community Recreation and Sport Facilities Fund program will continue.

Mr GRIFFITHS: I get confused between the rec and sport and the sport and rec ones.

The Hon. T.R. KENYON: The CRSFP, yes. So the CRSFP fund, which is the \$6.5 million, will be increased by CPI. The remaining funds remain relatively static, so the total amount will increase slightly next year.

Mr GRIFFITHS: It is an issue that a lot of individual MPs take up, because I know they want to make sure that their communities get access to those dollars too. I just want to emphasise that one of the legislative amendments that the opposition has proposed for the Adelaide Oval precinct—coming back to that—is the fact that the rental figure comes out and actually goes into community based rec and sport programs too. Given that that is an amendment before the house and it will have an impact upon the level of funding provided to you to disperse to community people, do you express an opinion on the worthiness of that amendment?

The Hon. T.R. KENYON: It is always a dangerous thing to express opinions, but if someone were to say to me, 'There is more money available for you to distribute to clubs,' I would not be upset.

Mr GRIFFITHS: I will take that as a yes. Good man. It is a shame we cannot record that as a vote for it.

The Hon. T.R. KENYON: Do we have closure yet on this issue?

Mr GRIFFITHS: Okay. Are you able to provide—and I am happy if it is at a later date—the suburbs in which the neighbourhood program was operating and where that money is?

The Hon. T.R. KENYON: Yes, I will get back to you on that.

Mr GRIFFITHS: Thank you for that. I am looking for details on—and it might be hard; I suppose it comes back to the assessment of that sort of program—what will be the impact on communities of taking that away now? What sort of things were being done within that program that are now lost?

The Hon. T.R. KENYON: We provided programs and equipment to neighbourhood houses and community houses. They are still eligible to apply for grants to run similar programs if they would like to do so. We are just not going to run them off our own bat, as it were. A large part of it is Families and Communities area. It is for them to run programs for facilities that they fund.

Mr GRIFFITHS: I am sorry if I missed it, but did you actually detail the value of that program?

The Hon. T.R. KENYON: No, we will get back to you with the total figure on that.

Mr GRIFFITHS: I refer now to page 65, and I have a question about grants and subsidies for the 2011-12 budget. My understanding is that grants and subsidies for this year are an increase from that allowed in the 2010-11 year because some of the 2010-11 year budget was not actually fully utilised. Are you able to provide to the committee details of why those grants and subsidies were not made available as the budget provided in 2010-11? Is it a timing issue or just a lack of

suitable applications? I note that in the 2010-11 the budget for grants and subsidies was \$23 million but only \$18.3 million was actually disbursed.

The Hon. T.R. KENYON: All the money from grants was fully allocated in the budget. That \$5 million figure is the money that has been set aside for the Port Augusta Hub. We are waiting on a decision from the federal government. We have that money set aside, and it has been granted approval for carryover into 2011-12, and we are waiting for the feds to make up their mind.

Mr GRIFFITHS: Can you confirm that for the \$18.278 million that was estimated to be expended by 30 June, are all those sporting grants required to be audited? There is an acquittal process involved, isn't there?

The Hon. T.R. KENYON: Yes.

Mr GRIFFITHS: Can you give some details of what sort of evidence has to be provided for that?

The Hon. T.R. KENYON: It depends a little bit on the size of the project. For very small projects—some of those active club grants are a few hundred dollars—a declaration that they have spent it is sufficient. As you go up, the level of proof is higher—photos, receipts—and as the amount—

Mr GRIFFITHS: An invitation to the minister to open the facility, that sort of thing?

The Hon. T.R. KENYON: I get a surprisingly small number of invitations to open things.

Mr GRIFFITHS: That's outrageous!

The Hon. T.R. KENYON: It is; it is terrible.

Mr GRIFFITHS: I am trying to find one in Goyder for you.

The Hon. T.R. KENYON: Let me know and we will come over and cut ribbons, do anything.

Mr GRIFFITHS: You just need to give me the money for it.

The Hon. T.R. KENYON: Have ribbon will travel.

Mr GRIFFITHS: I have a footy club that wants to be built in one town.

The Hon. T.R. KENYON: Do you? All right, everyone has a footy club. The Office for Recreation and Sport is audited and the grants program is audited by the Auditor-General.

Mr GRIFFITHS: I refer back to the review that is being undertaken, the CRCPRS or—

The Hon. T.R. KENYON: The CRSFP—if you say it like that it is easy to remember.

Mr GRIFFITHS: I will reflect upon the fact that as a member of the Economic and Finance Committee I appreciated the opportunity for a one-hour meeting with the group doing the review, and I thank you for providing that opportunity. When do you expect that review to be completed?

The Hon. T.R. KENYON: The end of September for the review to be completed and then probably October by the time I get the report handed to me.

Mr GRIFFITHS: So it is not going to interrupt any of the scheduled funding round opportunities?

The Hon. T.R. KENYON: No. We would not even think about that until probably this time next year, so the start of 2012-13 when we would try to implement that.

Mr GARDNER: Budget Paper 4, Volume 1, page 66. I am interested in this 'Present a community sports hub report for government policy consideration.' Being a local member—as you would be—my particular interest obviously is in the Campbelltown Leisure Centre and whether that feeds into this report. I understand the government's election promise of \$3 million was delivered in last year's budget, but for the leisure centre project to proceed it requires significant funds from the federal government—I think they are \$7 million short at the moment—and there is also about a \$7 million commitment from the council for basketball, squash, State Swim and others. Is that \$3 million, the state's contribution, going to be pushed into next year's budget to allow for the possibility of that still proceeding?

The Hon. T.R. KENYON: That proposition remains; we have carryover approval. The member for Hartley has been very strongly advocating this. We have carryover approval for this year, 2011-12, and we are waiting on a decision by the feds, again, on funding.

Mr GARDNER: Have you, as minister, had any discussion with the federal minister in relation to any of the grant programs that the Campbelltown council has been pursuing there?

The Hon. T.R. KENYON: We have with the federal sports minister, very briefly; in fact, we are going to see him to get his support for it in the near future. We have not had a meeting with minister Crean.

Mr GARDNER: Can you get back to me with details of when that is going to take place with, I assume, minister Arbib?

The Hon. T.R. KENYON: Yes, it will be with minister Arbib; and yes, I can tell you when that will be.

Mr GRIFFITHS: I refer to Budget Paper 4, Volume 1, page 17. I have a question about the Santos Stadium track upgrade—

The Hon. T.R. KENYON: It is a good track; I have run on it.

Mr GRIFFITHS: You are an athletic young man; well done.

The Hon. T.R. KENYON: No, I lost to a 10 year old; it was not good.

Mr GRIFFITHS: I know you have an interest in a wide diversity of sports, and I commend you on that. Has the track upgrade been completed then, and was it on budget?

The Hon. T.R. KENYON: It was Rekortan M99; that is the official surface of the track. It is very good. It has been completed, all done, and it is ready to roll. You can go and run on there yourself if you like.

Mr GRIFFITHS: So feedback from all users has been that they are very happy with it?

The Hon. T.R. KENYON: The people who were there when I was opening it seemed very pleased with it. So far they have run a couple of events—they have had some junior events—and it seems to have gone well; it has been well received.

Mr GRIFFITHS: So it is of the standard required for national—

The Hon. T.R. KENYON: The track itself is, yes.

Mr GRIFFITHS: But the facilities around it are a bit challenged, are they?

The Hon. T.R. KENYON: The track is fine. There a couple of elements at the facility that need upgrading to have national competitions there, but we are working on that as we go. We are trying to improve Santos Stadium slowly, bit by bit.

Mr GRIFFITHS: Is there an approximate value attached to those upgrade works?

The Hon. T.R. KENYON: We do not have a value on that at the moment. It will cost more than a mega-latte.

Mr GRIFFITHS: No doubt. The shadow minister had discussions with some people associated with this and there was a concern about the warm-up track, because a warm-up track is required it also makes it rather difficult for a national competition.

The Hon. T.R. KENYON: If we were to hold national events we would need a warm-up track; that is part of stage 2. There is a rough plan for it but we do not have funding for it yet.

Mr GRIFFITHS: There is a track there, but it is not of the standard required?

The Hon. T.R. KENYON: Correct. We can hold national junior competitions; we just cannot have national senior or televised events.

Mr GRIFFITHS: I am interested in the timing of the upgrade. I am advised by the shadow minister that there was some concern that it was scheduled to occur in the middle of the athletic season; is that correct?

The Hon. T.R. KENYON: I am told that you need certain climatic conditions, generally warmer, but not too hot. Quite hot but not ridiculously hot: so, sort of January hot, probably, as opposed to February hot, by the sound of it.

Mr GRIFFITHS: I am showing my ignorance here, but that is athletic season, is it, then?

The Hon. T.R. KENYON: Yes, that's right. It is a summer season and that was done in consultation with the athletics people. You just need certain conditions to lay the track.

Mr GRIFFITHS: So arrangements were put in place.

The Hon. T.R. KENYON: We did it in full consultation with them.

Mr GRIFFITHS: How long was the track out of commission for, then?

The Hon. T.R. KENYON: From the end of September to the end of February, basically, so a good chunk of the season. They lost most of the season, I think, but they knew it was coming and I think they were prepared to wear it for a Rekortan M99 track.

Mr GRIFFITHS: I jump to page 66, still on the same budget paper: can the minister advise when the South Australian Sports Institute service hub will be rolled out at the SA Aquatic & Leisure Centre?

The Hon. T.R. KENYON: It is there even as we speak, isn't it? The gym is there. Within a couple of weeks it will be completed, but the dry land training is the last bit to be put in place. If you are interested, I can show you. Have you had a tour of that yet?

Mr GRIFFITHS: No, but I will very soon.

The Hon. T.R. KENYON: I would organise one for you, if you like.

Mr GRIFFITHS: Excellent.

The Hon. T.R. KENYON: At dry land training they can put you in a harness and you can do twists and tumbles and things like that. You can practise your diving.

Mr GRIFFITHS: It sounds a bit scary.

The CHAIR: Try it while you're down there.

Mr GRIFFITHS: It would have to be a strong harness to hold me.

The Hon. T.R. KENYON: You do that for about 10 minutes and then you are ready to jump off the 10 metre board, I am told.

Mr GRIFFITHS: Oh! I am not sure about that. I used to jump off jetties; is that close?

The Hon. T.R. KENYON: Exactly the same, except it is a prettier pool to land in.

Mr GRIFFITHS: For anyone who reads *Hansard*, please do not jump off jetties. It is not the preferred option to do, it is not overly safe. I just thought I had better put that in as a disclaimer.

Members interjecting:

Mr GRIFFITHS: It's a bit like riding motorbikes in sandhills.

The Hon. T.R. KENYON: I thought that was me in road safety, but it's not just me.

Mr GRIFFITHS: Minister, I will probably learn this when I go down there, but just so I am better informed when I do: what services will be available at that SASI hub at the aquatic centre?

The Hon. T.R. KENYON: They will run the aquatic program so it will be diving, swimming, water polo, dry land gymnastics training and some strength and conditioning and some recovery. They have very good recovery equipment there, actually.

Mr GRIFFITHS: Can I ask what the 2011-12 projected cost is for the SASI hub?

The Hon. T.R. KENYON: We are a little uncertain because obviously it is a brand-new facility and we have not run it yet. Part of the deal that we negotiated on the running of the facility was that it would be rent-free for SASI, so they do not pay rent. They have to pay their own consumables such as water, electricity, that sort of thing. We are just unsure of how much it is going to cost to run that. I will hunt around and see if I can find a figure for you on an estimated running cost.

Mr GRIFFITHS: I would appreciate that, but that will come out of grants and subsidies?

The Hon. T.R. KENYON: No; it will come out of the SASI operational budget.

Mr GRIFFITHS: Is that a new expenditure, then, or is that just a transfer from the North Adelaide facility?

The Hon. T.R. KENYON: We will make some savings: we were running a gymnastics facility at Royal Park and we will not do that any more, so we will make savings there. There will be other facilities that we are not going to use and those savings should just about cover the operational expenditure down at the aquatic centre. What is Mr Stephens saying now?

Mr GRIFFITHS: That is the way technology works now. He has just asked me to pose a question to you: how well attended were the Short Course Swimming Championships last weekend?

The Hon. T.R. KENYON: I am told that Friday, whilst not sold out, exceeded Swimming Australia's expectations. On Saturday and Sunday the main seating area was sold out and some restricted seating was sold as well.

Mr GRIFFITHS: So, you have been briefed about the business plan for the Aquatic Centre: number of events, involvement, participation?

The Hon. T.R. KENYON: The management of the Aquatic Centre has now been taken over by the YMCA, so it is really their business plan, it is up to them to run it. We have an estimate of how much we think it would cost us to run it and that is what we pay them to run it for us, and then from that point on it is up to them how they go about doing that. The business plan is their responsibility.

Mr GRIFFITHS: Thank you for that. Can you confirm what the payment cost will be for the YMCA to run the facility?

The Hon. T.R. KENYON: Approximately \$1.3 million over five years, so roughly \$260,000 to \$270,000 a year.

Mr GRIFFITHS: If you look at Budget Paper 6, page 9, there are two entries on that page that refer to investments being made, one is \$1.359 million for the 2011-12 financial year and one is \$500,000 for the 2011-12 financial year. Can you give me the details of what those two funding sources will provide?

The Hon. T.R. KENYON: Those numbers that you are asking about are operating expenses. The \$1.3 million over five years is the management fee that we pay to the YMCA to manage the centre. The 1.4, 2.3, 1.4, and so on, are the operating expenses of the centre itself, so filtration, electricity, all that sort of stuff. Then the \$500,000 is for maintenance. The \$500,000 a year (and increasing) is a maintenance allocation—so, a yearly amount. Whatever is not spent—so, if we spend \$250,000 in the first year in maintenance—the remaining \$250,000 gets put into a sinking fund to maintain the facility in the future years. So, that money is cash, it will be set aside, and it will be available later on if it is not spent in the years it is allocated. You would expect that a new facility would probably need very little maintenance but, as time goes on, it will start to need more.

Mr GRIFFITHS: Yes, it will start escalating. When do we get to a situation where the management of the facility with the income it derives actually compensates for any expenditure? The government has been paying for the YMCA contract, for example, for management. When does it get to a neutral situation where there are no outgoings from Treasury allocations for it?

The Hon. T.R. KENYON: I do not think it will ever get to a neutral position. It is a public asset. It is a pool; they are expensive to run. They usually do not make money, like stadiums. I have a velodrome, I have Hindmarsh Stadium, Santos Stadium—they do not make a lot of money. You just maintain them as you go. That is a sliding scale of operating expenses that we estimate we will be up for out to the forward estimates, into the forward years. Because we have never run a pool, we cannot be certain as to how accurate they are, but they are our best guess.

Mr GRIFFITHS: I refer back to page 17 in Budget Paper 4, Volume 1, dealing with the hockey pitch upgrade. When is that to be completed and will it be on budget?

The Hon. T.R. KENYON: It is done and on budget. It is completed now.

Mr GRIFFITHS: Were there any delays at all in that pitch upgrade?

The Hon. T.R. KENYON: No. I am told it is all good.

Mr GRIFFITHS: Excellent.

The Hon. T.R. KENYON: You can't ask for more than that really, can you?

Mr GRIFFITHS: Excellent. This question leans towards the Port Augusta facility. I know we have referred to Campbelltown. So, the \$5 million has been carried forward into the 2011-12 financial year, and I know it is subject to other funding sources, too, but do you have a time frame?

The Hon. T.R. KENYON: I have approval for this financial year. After that, the longer it goes on, the harder it is to maintain. It is hard for the government to keep reserving \$5 million a year if there is no prospect of it actually ever coming to fruition. The federal government has a round of regional partnerships going on at the moment, and we would be hoping to get funding out of that.

Mr GRIFFITHS: What is the total value of that project?

The Hon. T.R. KENYON: About \$12 million to \$13 million.

Mr GRIFFITHS: It is certainly important for the people of the north that it happens. Is that the sort of thing that you would talk to the federal minister Senator Arbib about?

The Hon. T.R. KENYON: Yes. We will be going up to talk about that and the Campbelltown facility.

Mr GRIFFITHS: Are those discussions every three months, six months, where you meet with the federal minister and the other ministers from other states?

The Hon. T.R. KENYON: There is no set timetable. Sometimes I meet him on the rugby field. He plays parliamentary rugby as well. Sometimes I run into him at ALP functions, sometimes at ministerial councils—so, around the place—but I have seen him probably two or three times since I have been minister.

Mr GRIFFITHS: This is on page 66, minister. I am referring to the number of training and development services that are provided to the active recreation and sports industry. Can the minister advise on which training and development services are being cut in this year's budget?

The Hon. T.R. KENYON: We have not made any cuts in that area. We have not made any cuts to training or development. What has happened is that the Australian Sports Commission has offered a course online that we offer; a lot of people have taken that up, and so they are not coming to our course. We will have a look at how we might reallocate that money to something that people want to do and not duplicate what the feds are doing.

Mr GARDNER: I just wanted to return to page 66 and the community sports hub report. We touched on Campbelltown and the member for Goyder has touched on Port Augusta. Is this report that appears as a target for 2011-12 mainly focused on Campbelltown's and Port Augusta's needs, or is that more of a general audit of facilities across the state? What is the purpose of this report?

The Hon. T.R. KENYON: Just a little bit of history: most of our sporting infrastructure that is around now—the clubrooms and facilities—were built around the 1960s and 1970s; and, not surprisingly, being 40 to 50 years old now, they are starting to get a bit old. It is becoming increasingly expensive to build facilities. You cannot just get a group of tradies together now, whack up a shed, put a roof on top and call it a clubroom.

What we are trying to do now, the reason we are undertaking this report and how we might go about doing it, is to consolidate clubs and facilities into locations, so that you might have four or five clubs in one area sharing facilities, sharing a clubroom and sharing change rooms, and this review that we are having done is to help us work out the best way of doing it. We will be trying to consolidate a football club, a cricket club, a tennis club and a netball club all into one facility. It frequently happens in the country. The member for Goyder will be able to tell you that it is quite common.

Mrs Vlahos interjecting:

The Hon. T.R. KENYON: Exactly, Two Wells. It is just standard, and it means that we will be able to provide a better facility to four clubs instead of trying to spread out money and getting inadequate facilities amongst four separate groups.

Mr GARDNER: The report really is a whole-of-state audit, I suppose.

The Hon. T.R. KENYON: It is not an audit. It is how you would go about it, issues that would be important and some locations where you might put them without being completely comprehensive. It is a review of possible assessment models, possible funding models and

possible locations. You would not say that it is absolutely comprehensive across the entire state, but pretty solid, would be my assessment.

Mr Griffiths interjecting:

The Hon. T.R. KENYON: You should tell him that you will meet him for lunch.

The CHAIR: What's he requested now?

Mr GRIFFITHS: No, I will get to that in a sec when I get the chance.

The Hon. T.R. KENYON: Does he want to know about multilateral agreements?

Mr GRIFFITHS: Go for it.

The Hon. T.R. KENYON: No, I don't know anything about multilateral agreements. I was just wondering whether that was what he wanted to know.

Mr GRIFFITHS: No, it wasn't. Minister, I refer to Budget Paper 6, page 9, which indicates 'South Australian Netball Association, \$220,000' per year.

The Hon. T.R. KENYON: Yes.

Mr GRIFFITHS: Can you confirm what that money is for?

The Hon. T.R. KENYON: The money is to assist with the repayment of their debt. They have a debt of approximately \$1.3 million. We will pay them \$220,000 a year. That will come out of the recreation and sport fund. That will be using the recreation and sport fund to pay that debt down over a four-year period. They will need to contribute an amount such that, after four years, the debt will have been completely paid off, which will be approximately \$150,000, \$160,000 a year. They are currently paying about \$260,000 a year. So, they will get an immediate benefit of roughly \$100,000, and then, after the four years, they will have the full benefit of not paying their debt off.

Mr GRIFFITHS: I certainly do put on the record that the opposition, as one of its policies, had the principle of also paying that debt off, too. Well done on that. I come back to the question from the member for Morialta about the hubs. I was listening, but I may have missed it, but is there a suggestion of any current or future program to make money available for those sporting hubs?

The Hon. T.R. KENYON: Part of the grant review will look at precisely that question, so they will interact a little on how we will fund hubs. The people conducting the review know that we are heading in that direction to hubs, so they know that they need to think about how we might fund them. The hubs review is looking at how we might fund them.

Mr GRIFFITHS: Adelaide Shores would not be an opportunity?

The Hon. T.R. KENYON: Adelaide Shores might be an opportunity. We will be working with local and federal governments to try to free up money. The feds, us and councils all put in significant amounts of money, and we are trying to allocate that as efficiently as possible to affect the most people we can to improve facilities for the most people.

Mr GRIFFITHS: I do not deny there are a lot of competing demands for the dollar. Is there a direct allocation of dollars proposed across the forward estimates?

The Hon. T.R. KENYON: Not at this point.

Mrs VLAHOS: May I ask a question in regard to that report?

The Hon. T.R. KENYON: Just this once.

Mrs VLAHOS: Thank you. Is it in line with the state's 30-year plan?

The Hon. T.R. KENYON: We are trying to tie in with the 30-year plan intimately. One of the reasons for moving the Office for Recreation and Sport from the Attorney-General's Department to the Department of Planning and Local Government was to have it right there with the planning people so that it did tie in with the 30-year plan, and it is one of the points of reference for the report, as well.

Mr GRIFFITHS: I refer to page 65, the financial commentary, where it refers to a \$600,000 decrease in income that is primarily due to once-off funding in 2010-11 for the Department of Health for the Be Active campaign, which was \$500,000. That was a one-off program and there is no intention of continuing with that?

The Hon. T.R. KENYON: Be Active is primarily funded out of health, and they give us \$600,000-odd a year to run an advertising campaign. We are currently negotiating that at the moment. It is a year-to-year funding arrangement. The reason it looked as though it has dropped off is that we have not finalised the detail; it may continue, it may not. We may continue to run the advertising campaign, or health may take it back and run it themselves.

Mr GRIFFITHS: I respect that it might be a bit cyclical but, given the increased level of lack of involvement by so many of our younger people who did not grow up in a sporting or community environment, it is important that we get the message out to them all the time.

The CHAIR: Are there any more questions?

Mr GRIFFITHS: You have challenged me here with 90 minutes, minister, so I have had to stretch things out a bit. I refer to Budget Paper 4, Volume 1, page 17. I am looking for a breakdown on the costs of the existing project, titled 'Annual program', in the 2011-12 budget, which is in the middle of the page, annual programs, \$3.164 million budgeted for this year. Is that a rec and sport one?

The Hon. T.R. KENYON: That is for the whole of Attorney-General's, which from 1 July no longer affects us.

Mr GRIFFITHS: I wondered that myself. The last question relates to page 65, other income targeted to be \$354,000. Can you give a breakdown on what that income is and where it is intended to come from?

The Hon. T.R. KENYON: I will probably hand over to Mr Paul, but it is largely grant income, variations in revenues from facilities, from stadia. We might get an extra game.

Mr PAUL: 'Other income' is typically commissions or sponsorships achieved through the stadium operations.

The CHAIR: I thank the minister, the shadow minister, the members of the committee and the advisers for their fulsome advice.

The Hon. T.R. KENYON: I thank Mr Anderson, Mr Paul and Mr Nightingale and other staff.

Membership:

Dr McFetridge substituted for Mr Griffiths.

Mr Hamilton-Smith substituted for Ms Sanderson.

Departmental Advisers:

Mr I. Nightingale, Chief Executive, Department of Planning and Local Government.

Mr B. Denny, Director, Veterans SA.

Mr A Swanson, Director, Business and Financial Services, Attorney-General's Department.

Ms J. Byrne, Deputy Chief Executive, Attorney-General's Department.

Ms B. Mahoney, Ministerial Chief of Staff.

The CHAIR: We will now go to Veterans Affairs. The shadow minister now has the call.

Dr McFETRIDGE: Thank you, Mr Chairman.

The Hon. T.R. KENYON: I apologise, member for Morphett. I might, with your permission, Chairman—

The CHAIR: You are going to break with tradition and make a statement, are you?

The Hon. T.R. KENYON: I will just quickly advise the committee that the Department of Defence has announced that Sergeant Todd Langley, of the 2nd Commando Regiment in Sydney, died after being shot in the head during an operation of the Special Operations Task Group and Afghan soldiers this morning. You may want to keep him in your thoughts at some point today.

The CHAIR: Thank you, minister.

Dr McFETRIDGE: Obviously, every member of parliament thinks of families in such circumstances. That is why I was surprised when a retired senior military officer said to me that he thought state veterans' affairs was window-dressing. I do not think it is. I think it is a very important portfolio, and it is one where there is bipartisan support in 99.9 per cent of cases. Occasionally we have different priorities, but there is no doubt that certainly with this portfolio we all wish we could do more.

As was mentioned, for this last young digger it was his fifth tour of Afghanistan, and with 7RAR coming up to Edinburgh, some of those young soldiers have been in similar circumstances. They have been to a number of fields of conflict and some of them have done three or four stints over in Afghanistan. Looking after them and their welfare in all areas is certainly not window-dressing; it is an extremely important portfolio.

With that, minister, I refer to Budget Paper 4, Volume 1, Program 17: Building Communities—Veterans' Affairs. I think both of us are very keen to support veterans' organisations in every way we can, and it was good to see the minister at the RSL's dinner on Friday night at the national conference. Can you tell us whether the government is going to increase charges to veterans' organisations for access to services and rent at Torrens Parade Ground? Some people came to me and said that was going to happen and they were concerned about it.

The Hon. T.R. KENYON: I certainly do not have any knowledge of any plans to increase rent. I know there is a little bit of concern down there but we will work with them where we can.

Dr McFETRIDGE: Thank you. As you know, most of them are on shoestring budgets and that facility is first class and they appreciate it and so whatever we can do to assist will be great. If there is a need to change charges and rates down there perhaps we can work together to make sure that it is not going to jeopardise any of the organisations' ability to do their job.

The Hon. T.R. KENYON: Previously, on the rents at Torrens Parade Ground there was a charge for cleaning services and things like that. The Department for Transport, Energy and Infrastructure was able to negotiate with Spotless Catering (that has the contract for that) and remove it from their charges and they do their own cleaning now, so we have been able to help them in certain areas.

Dr McFETRIDGE: So they do not pay other rent?

The Hon. T.R. KENYON: That was for the Vietnam Veterans Association.

Dr McFETRIDGE: So they do not pay rent there at all?

The Hon. T.R. KENYON: No, they pay rent still but they do not have to pay the cleaning charge on top now, they take care of that themselves. You might imagine that Spotless are not the cheapest cleaners in the world.

Dr McFETRIDGE: On the same budget reference, what discussions has the minister had with the Minister for Health? I often tell people that the synergy between my portfolios of health, mental health, substance abuse and veterans affairs is one that is extremely important. Have you had discussions with the Minister for Health on the provision of health services generally and particularly for mental health services for veterans?

The Hon. T.R. KENYON: We have, actually. I have been talking with the Minister for Health about what we might do—especially with 7RAR coming down here now—and how we might have a bit of a focus on veterans' mental health. For me, that is a particularly important area. We have a battalion of 800-odd men who are scheduled to go to Afghanistan at the end of 2012. We know while they are there they will be on active service. They will probably, almost inevitably, suffer some sort of damage, even if it is not physical, and here is an opportunity for us to work with mental health services to prepare for that before they go and be very well integrated with them when they get back. That is where I would like to head.

Dr McFETRIDGE: Do they have a health facility at Edinburgh?

The Hon. T.R. KENYON: Yes.

Dr McFETRIDGE: I heard something about a 30-bed facility being built there.

The Hon. T.R. KENYON: Yes, it is pretty flash.

Dr McFETRIDGE: They do not do surgery there, do they?

The Hon. T.R. KENYON: They do that at the Lyell McEwin and then they can transfer back for convalescence on base.

Dr McFETRIDGE: What is the relationship between the military and the Department of Health? Are you able to tell us about that?

The Hon. T.R. KENYON: I could not speak for them, other than to say that I think it is reasonable and that 7RAR is very happy with the way they have been treated since coming down. I have not heard any complaints about the way they are interacting with the Department of Health at the moment. I certainly hope that we will be able work very closely.

Dr McFETRIDGE: I am sure you will help me to put pressure on the Minister for Health to make sure that veterans get the best service possible out there. Minister, where have the negotiations gone with the federal government over the indexing of pensions for veterans? I know that the Premier wrote to the federal government—

The Hon. T.R. KENYON: The Premier has written a couple of times, in fact, to the Prime Minister about this issue. As you may understand, it is a federal government issue: it pays the superannuation and it is entirely responsible for it. We support the efforts of the veterans to have it changed and the Premier has supported the efforts of the veterans to have it changed. The Veterans Advisory Committee has been very strong on it, with our full support. However, in the end, it is a federal decision. My feedback from the Veterans Affairs Council is that they are very happy with what the state government has done and it does not expect that we can do much more than we have.

Dr McFETRIDGE: Have you had any feedback from the feds yet, though, on what is happening?

The Hon. T.R. KENYON: The most recent example was the vote just last week, or the week before. I suspect that is the best indication of where they are heading. They did not want to support that bill, so where it goes from here I am not sure.

Mr HAMILTON-SMITH: I refer to Budget Paper 4, Volume 1, page 67. Looking at the break-up of the budget, and employee expenses, minister, can you outline how many employees this portfolio funds and what they are paid?

The Hon. T.R. KENYON: It is a massive department of three people: Mr Denny, here on my right; a ministerial liaison officer in my office; and we have a correspondence clerk as well, so we fund three people in total. I can give you an overall figure for wages, but if you would like a breakdown we can provide that at a later point.

Mr HAMILTON-SMITH: If you could. It is \$352,000 in 2011-12, but if you could give us a breakdown of each three—

The Hon. T.R. KENYON: Yes, I will get you a breakdown.

Mr HAMILTON-SMITH: There is not an office of veterans' affairs as such, there are staff within the minister's office?

The Hon. T.R. KENYON: Yes, it is a stand-alone administrative unit, Veterans SA, but it is physically located within my office, so Mr Denny, Mr Sykes and Mr Lewis are all in my office.

Mr HAMILTON-SMITH: Which department does it report to?

The Hon. T.R. KENYON: It was previously the Attorney-General's Department, but it has now transferred, along with the rest of my office, into the Department of Planning and Local Government.

Mr HAMILTON-SMITH: Local government?

The Hon. T.R. KENYON: Yes, just simply because all my other portfolio responsibilities at that point, before taking on minister assisting Jack, were moving across to DPLG. It was just administratively easier to move it across.

Mr HAMILTON-SMITH: Referring to the same budget paper and page, grants and subsidies, \$203,000 was budgeted for 2011-12 and \$212,000 spent in 2010-11. Would you be in a position to list the grants and subsidies given and the amounts that constitute that \$212,000?

The Hon. T.R. KENYON: It would be a fairly exhaustive list.

Mr HAMILTON-SMITH: I am happy to have it tabled, if that is a better way of dealing with it.

The Hon. T.R. KENYON: I can you give you a couple of examples, or I can read the complete list. Which would you prefer?

Mr HAMILTON-SMITH: Read it out.

The Hon. T.R. KENYON: All right:

- the Aboriginal and Torres Strait Island war memorial project was funded for \$6,000;
- the Adelaide Transport Unit reunion for \$1,000;
- Balaklava Special Events—that is the Veterans Race Day—for \$500;
- Bob Cowper Battle of Britain honour board for \$2,447.50;
- the FESR (Far East Strategic Reserve) Navy Association 100th anniversary commemoration, \$1,500;
- Foundation Daw Park Research Paper Day, \$2,500 (that was a conference, and it was actually a prize for the best paper of the weekend);
- Friends of the Vietnamese Invalid Veterans Association, a donation of \$2,000 (that is an association dedicated to assisting Vietnamese Vietnam war veterans);
- ANZAC Eve youth vigil photography and also the fly past for the Tiger Moths—we had five Tiger Moths on the fly-past this year for the ANZAC Day Parade, and we got some photos of that—that was \$700 all up;
- the Korean War 60th anniversary, \$5,000;
- Malaya and Borneo Veterans Day, \$500;
- the Malta ANZAC memorial, \$5,000;
- Morphett Vale East Primary School flagpole installation (in the member for Reynell's electorate) for \$500;
- Port Lincoln RSL, renovation to the clubrooms, \$1,000—and I should point out that they made some excellent calendars that were widely distributed;
- the 3RAR Battle of Long Khanh commemorative service, \$1,200;
- the 3RAR Association memorial project, \$1,700;
- \$3,500 to Trojan's Trek through the RAR Association, which I should also point out has received \$35,000 in funding from the Minister for Health, so that is a substantial program now;
- Through Reconciliation SA, we funded a DVD about Aboriginal veterans called *For Love of Country*, \$4,000;
- Reserve Forces Day Council, \$2,000;
- Consumer Carer Advisory Group barbecue, \$4,000. That was primarily for ward 17, so we are contributing to the reconstruction of the barbecue area out there to contribute to their—

Mr HAMILTON-SMITH: Can they smoke?

The Hon. T.R. KENYON: No; they cannot smoke, but they can have smoking steaks.

Mr HAMILTON-SMITH: Are you going to tell them?

The Hon. T.R. KENYON: That's right. The list goes on:

- RSL—Aboriginal Veterans Commemorative Service, \$3,500;
- RSL \$1,200 to help with the flyover on ANZAC Day for the Tiger Moth—that was fuel, entirely;
- SA Veterans Touring Group donation of \$1,000;

- State Library—This Company of Brave Men Exhibition, \$1, 500—that was an exhibition of Gallipoli Victoria crosses;
- Veterans SA—ANZAC sporting medals program was \$1,656 this year—it has been expanded;
- Commemorative calendar printing and distribution for Veterans SA, which gives a list of important dates, was \$3,133.97;
- Veterans SA—The Broken Years books, official gifts for ceremonies, \$799.92;
- Veterans SA—VAC reception at Parliament House was \$5,000;
- History SA—VC replica travelling display \$25,602.50—that will be the WWI VC replica medal sets made up and information taken around the state primarily for schoolkids, and that would be quite a substantial setup;
- Vietnam Veterans Day Council, \$2,000;
- Vietnam Veterans Association National Congress, \$1,500;
- 7RAR Incorporations Act requirements, \$1,800.

We provide \$100,000 a year through Treasury for Legacy which is not on the list that I was reading from.

Dr McFETRIDGE: That was an interesting comment about ward 17 and what is being done there. The big issue obviously down there at the moment for veterans and others is the car parking fees that are going to be put on at the Repat. What discussions have you had? Have you lobbied the health minister to make sure that veterans and their visitors and families are able to get some compensation, rebates or vouchers or something like that?

The Hon. T.R. KENYON: Yes; we have written to him on a couple of occasions.

Dr McFETRIDGE: What is his answer?

The Hon. T.R. KENYON: We are still having that discussion but, essentially, it will be that veterans on a gold card will pay nothing for parking at all and veterans on a white card will pay nothing for those medical appointments that are directly related to the injuries that gave rise to their white card.

Dr McFETRIDGE: And their families, spouses and visitors?

The Hon. T.R. KENYON: Negotiations are still ongoing and there is a subcommittee of the VAC that is involved in that. I cannot say where it is going to end up with complete certainty, but that is where we are heading.

Dr McFETRIDGE: If you can just let me as the shadow minister know, because I think it is an area that is going to be a cause of concern in the future. My indication from the health estimates is that what you see is what you get and I think there is—

The Hon. T.R. KENYON: There is funding through the Department of Veterans' Affairs federally for this to assist with car parking fees.

Dr McFETRIDGE: Do you know how much?

The Hon. T.R. KENYON: No. It will depend on how many people park. It is not a set amount every year.

Dr McFETRIDGE: So the feds are going to pay the car parking fees on behalf of the veterans and visitors?

The Hon. T.R. KENYON: Veterans will incur the cost and claim reimbursement from the feds. We are trying to work with the feds about how we can achieve that in a way that does not involve cash transfers and form filling out. It might involve a swipe card or something like that.

Dr McFETRIDGE: That would be great, because I know that having to fill out forms is the bane of most veterans, and particularly their carers.

The Hon. T.R. KENYON: It is just to keep them in touch with their Army heritage.

Mr HAMILTON-SMITH: Just on that question asked by the shadow minister: the veterans with a gold card will be required to pay their car parking fee and then seek reimbursement?

The Hon. T.R. KENYON: As it stands now, yes.

Mr HAMILTON-SMITH: Since it borders my electorate, it is actually in the member for Elder's electorate but it borders mine, it would obviously be far preferable if there was some sort of sticker or some sort of card that members could put on their—

The Hon. T.R. KENYON: Swipe card arrangement, yes, exactly.

Mr HAMILTON-SMITH: Well, whatever, some arrangement where they did not have to pay it.

The Hon. T.R. KENYON: Yes, that definitely would be better, I agree.

Mr HAMILTON-SMITH: Getting back to grants and subsidies. What is the process for applying for and approving grants and subsidies? Is your office putting out a flyer to all interested parties making it known that these funds are available, or is it done more through informal networks, and are the grant applications approved in your office or is there a board or a group that has been established to independently review the applications and chose those successful?

The Hon. T.R. KENYON: Firstly, we advertise through a flyer that is widely available, and also through informal means, so both ways. The general process is that people write to me, as minister, I pass that request on to Mr Denny and the Veterans SA office, they assess it and then recommend to me either approval or not.

Mr HAMILTON-SMITH: It is not exclusively for veterans groups? For instance, could a school apply for a grant to set up a memorial?

The Hon. T.R. KENYON: Yes, as long as it relates to the commemoration of veterans. In fact, the flagpole that I mentioned earlier was at the Morphett Vale East Primary School, specifically.

Mr HAMILTON-SMITH: Yes, I heard.

The Hon. T.R. KENYON: I can give you the formal guidelines. It should be either one or all of: the education of South Australians about the state's involvement in our nation's military history, including peacekeeping and peacemaking; to honour and commemorate the service and sacrifice of South Australian veterans; to assist the education of South Australian veterans' dependence; and any other purpose of a like kind determined by the minister.

Mr HAMILTON-SMITH: Some time ago the government distributed a plan, or proposal, to establish a memorial walkway between the current War Memorial on North Terrace and the Torrens Training Depot. It involved the removal of the western wall of the Governor's residence to broaden a pathway beside the terrace that goes from north to south. Can you update the committee on any progress with that proposal? Is it still on the drawing board? Is it going to happen, and, if so, when and at what cost?

The Hon. T.R. KENYON: I am not in a position where I can give costs and timelines. It has been recommended to the federal government as a project that they might like to take up for the Centenary of ANZAC celebrations and commemorations. It is something for them to consider. It is not concrete in any significant way. Drawings have been floating around but negotiations about exactly how much land it will involve have not been undertaken or completed. It is sort of out there in the ether, as it were, but it is not a settled or concrete proposal and there are no firm costings around it. I would be very happy for it to go ahead in some form, especially if we could get federal funding for it.

Mr HAMILTON-SMITH: Has the state government made a firm proposal to the federal government that it be included as a Centenary—

The Hon. T.R. KENYON: We have proposed that it be included as a Centenary of ANZAC project, but the federal government did not want firm proposals, it wanted concepts—it just wanted thought bubbles, as it called them.

Mr HAMILTON-SMITH: So, it is sort of drifting a bit at the moment?

The Hon. T.R. KENYON: No; what it will be is they will say, 'We like the sound of these projects. Go and work them up a little bit more fully.'

Mr HAMILTON-SMITH: Has the Governor been brought into the discussions and has he agreed to move the western wall, if it should be funded?

The Hon. T.R. KENYON: No, there is no agreement on movement of the wall or anything like that. It is not firm enough to get to that point. But he has been briefed, and we have also written to him.

Mr HAMILTON-SMITH: You mentioned a grant—I think I heard \$1,000—for the Vietnam Veterans Touring Group—

The Hon. T.R. KENYON: Yes.

Mr HAMILTON-SMITH: —which, as I understand it, works with two orphanages in Vietnam. I made a proposal to the Minister for Education that he consider providing a container full of surplus supplies to the touring group for distribution at those two orphanages. Could I ask if that \$1,000 donation is part of that joint enterprise between your office and the Minister for Education's office? Has he been in touch with you about that proposal, and are you in a position to support it? I think it would be a very good gesture from South Australia if the touring group could take such a container to Vietnam.

The Hon. T.R. KENYON: There was no project with the Minister for Education. We were approached about the container. The cost of the transport in getting the container over there was prohibitive in a way. We made the \$1,000 donation for them to buy equipment in Vietnam to provide to the orphanages.

Mr HAMILTON-SMITH: Has the government decided not to proceed with the idea of a container?

The Hon. T.R. KENYON: It just was not an efficient use of the money to send a container load of stuff over there, but we tried to achieve a similar effect by having them purchase relevant equipment in Vietnam. I am not sure exactly what the Minister for Education ended up doing, but we provided that \$1,000 grant to them for that purpose: to buy equipment over there.

Mr HAMILTON-SMITH: Would it be appropriate to ask the minister to perhaps come back to the committee, consult with the Minister for Education and come back to the committee with an update?

The Hon. T.R. KENYON: I will take that on notice.

Mr HAMILTON-SMITH: This is a general question about the portfolio. One of the key issues concerning veterans at the moment—particularly younger veterans, but veterans of all ages—is the indexation of their service pension. I know that is a commonwealth matter, but I am aware that the Premier has previously written to the then prime minister about this issue expressing his concern. If the government in a position to, or is it planning to, more energetically take this issue up on behalf of veterans with the federal government? It really is a pivotal cause for them.

The Hon. T.R. KENYON: It is a federal issue. We have advocated on behalf of veterans, as this portfolio was set up to do, and the Veterans' Advisory Council have said that they are happy. They think we have done everything we possibly can, and now the ball is firmly in the court of the federal government.

Mr HAMILTON-SMITH: Has the federal Minister for Veterans' Affairs convened a ministerial council of state ministers? Not every state may have a minister.

The Hon. T.R. KENYON: I think it would be just me and him.

Mr HAMILTON-SMITH: But has he formed such a council, and have you attended any ministerial councils or meetings? Have you met with the Minister for Veterans' Affairs?

The Hon. T.R. KENYON: I met with the Minister for Veterans' Affairs very briefly on Saturday morning just gone. I talked to him very briefly about it, but we agreed that I would go to Canberra and see him or he would see me next time he was in Adelaide and we would talk about it more fully.

The CHAIR: One last question.

Mr HAMILTON-SMITH: Does the minister feel it would be appropriate to suggest that such a council be formed and that this issue of the indexation of veterans' pensions forms an item on the agenda?

The Hon. T.R. KENYON: A ministerial council at the moment would essentially involve me and him. There is a Queensland minister and New South Wales have one as well, so there would be a few of us. The Premier is the only premier to advocate so strongly. The VAC say that we have

done enough. The whole point of those sorts of COAG ministerial meetings is where there is an overlapping regulatory role between the states and the federal government. Now, in this case, there is clearly no overlap between the state and the feds; it is entirely their responsibility.

Mr HAMILTON-SMITH: I know, but one of the key functions for a state minister for veterans is to lobby on behalf of veterans to the commonwealth. I have noticed that this government has been very energetic at doing that when there has been a Liberal federal government in office, but it seems far less keen to do so when there is a Labor federal government in office. I just make the point, minister, that the veterans need the help no matter who is in office federally.

The Hon. T.R. KENYON: Our advocacy on their behalf has been pretty much solely to Labor governments. In fact, that statement is actually incorrect. The portfolio was created in 2008, soon after Kevin Rudd was elected in 2007. Since then there has been only Labor governments, so we have advocated consistently and strongly on behalf of South Australian veterans.

Mr HAMILTON-SMITH: I am talking about policy issues across the board. Everything was the federal government's fault when the Howard government was in.

The Hon. T.R. KENYON: It is interesting how many congratulatory messages for the federal government there were before 2007 from the opposition and how few there have been since.

Mr HAMILTON-SMITH: Did the—

The CHAIR: We are out of time, gentlemen. I did forewarn that the last question was going to be asked about three questions ago.

[Sitting suspended from 12:00 to 13:00]

Membership:

Mr Goldsworthy substituted for Mr Hamilton-Smith.

Departmental Advisers:

Mr R. Hook, Chief Executive, Department of Transport, Energy and Infrastructure.

Mr G. Burns, Deputy Commissioner of Police, South Australia Police.

Mr M. Small, Director, Road Safety, Department of Transport, Energy and Infrastructure.

Mr B. Hemming, Acting Executive Director, Safety and Regulation Division, Department of Transport, Energy and Infrastructure.

Ms J. Formston, Acting Manager, Budget and Investment Strategy, Department of Transport, Energy and Infrastructure.

Mr B. Cagialis, Chief Finance Officer, Corporate Services Division, Department of Transport, Energy and Infrastructure.

Mr I. Hartmann, Manager, Finance, South Australia Police.

The CHAIR: We are now going into road safety. Does the minister wish to make any opening remarks?

The Hon. T.R. KENYON: No.

The CHAIR: I believe that the questions are going to be from the opposition side?

The Hon. T.R. KENYON: The opposition side, yes. It is their time; we will let them ask away.

The CHAIR: Thank you, minister—good tactics. I now call upon the shadow minister.

Mr GOLDSWORTHY: Thank you, Mr Chairman. A very generous minister, in first time facing up to estimates committees.

The Hon. T.R. KENYON: We are on the run to paradise, Mr Goldsworthy. We are two hours away from happiness.

Mr GOLDSWORTHY: If this is paradise, I would hate to see what hell was.

The Hon. T.R. KENYON: No; the end of it is the paradise. We are on the run; the last two hours.

Mr GOLDSWORTHY: Okay, let's get down to it. I refer to Budget Paper 4, Volume 4, sub-program 11.1, 'Safer Roads', page 105. The second dot point in 'Targets for 2011-12' states:

Complete and commission a traffic management system on the South East Freeway from Adelaide to Crafers, including automatic incident detection and installation of CCTV cameras, weather detectors and variable speed limit signs.

I do find this interesting, as it gives an indication that, obviously, weather conditions, weather factors and other road-related conditions do play a very important and significant role concerning road safety on the South-Eastern Freeway. When the conditions are foggy and it is raining heavily, the variable speed limit signs will display a lower speed limit, yet you have made public statements in the media saying that roads do not kill people, and that puts the suggestion forward that you believe the condition of our roads is not a contributing factor to road crashes.

How can you justify and reconcile such a statement when it is blatantly clear that road conditions are important and this is borne out by the fact that a considerable investment is made to improve our roads? That is a question, but just a footnote, if I may, your own Thinker in Residence—

The Hon. T.R. KENYON: I think that you should say the footnote a little slower and quicker, so that it sort of sounds different from the main question.

Mr GOLDSWORTHY: —Professor Fred Wegman, in his reports and presentations, including his presentation at the Town Hall on 15 February, said that a key element of road safety is road engineering, which is obviously road infrastructure and maintenance.

The Hon. T.R. KENYON: Yes. It is very simple: people are required to drive to the conditions. When people get in a vehicle they make a decision and every second they are driving that vehicle they are making a decision about how they are going to drive that car. The road safety system we are installing on the South-Eastern Freeway moves people in that direction, whereas most roads require people to make those decisions for themselves. Drivers are required to assess and drive to the conditions. That is a decision they make.

If a road is less well maintained than we may like, people are required to drive to the conditions. They are required to assess the road and make a decision about how they approach that road and the way they will drive on it and drive accordingly. The road does not kill them: the way people drive on the road in front of them is what kills them. We cannot expect people to drive everywhere as if they are driving on an autobahn because clearly it is ludicrous. They have to drive to the road that is in front of them. While we might like a high level of road maintenance—if you gave me \$10 billion, \$12 billion or \$20 billion I could probably spend it all on roads if I wanted to—people are still required to make a decision to drive to the conditions of the road. It is the decisions people make every day when they are driving that kill them. The road is the road.

Mr GOLDSWORTHY: Minister, you have to agree—

The Hon. T.R. KENYON: No, I don't; I don't have to agree to anything. Platypus don't have to eat Weet-Bix and I don't have to agree.

Mr GOLDSWORTHY: So, you don't agree with the fact—

The Hon. T.R. KENYON: I don't know what I am not agreeing to or agreeing to yet.

Mr GOLDSWORTHY: It is a yes or no answer—that road conditions can be a contributing factor to road crashes?

The Hon. T.R. KENYON: No. I agree with the proposition that drivers have to assess the road conditions and drive accordingly. Road conditions change all the time with weather, visibility, lighting, other traffic, pedestrians, horses, small furry animals and all these things. They are variable and change all the time. Drivers have a single responsibility to assess the conditions and drive safely according to the conditions. I do not agree that roads kill people: the decisions people make kill people.

Mr GOLDSWORTHY: Why is it that, for example, if there are some roadworks being undertaken on a section of highway and the condition of that road is not at its optimum level, the government puts in reduced speed limits along these roads?

The Hon. T.R. KENYON: It is an assessment that the conditions of the road have changed and the appropriate decision is to lower your speed. It is formalising that process that drivers should already be undertaking in their own mind as they drive on a road. There is no point blaming the road—the road is just there.

Mr GOLDSWORTHY: I am not blaming the road, but I am—

The Hon. T.R. KENYON: Yes, you are, you are blaming the road. You are saying that roads are a contributing factor.

Mr GOLDSWORTHY: No, I'm not. Don't put words in my mouth.

The Hon. T.R. KENYON: You are singling out roads and making me feel guilty for contributing to accidents.

Mr GOLDSWORTHY: What I am saying is that you are not prepared to admit that the condition of roads can be a contributing factor to crashes.

The Hon. T.R. KENYON: No, because the requirement and the responsibility for road safety rests with the driver. The responsibility and the requirement on the driver is to assess the conditions and to drive safely according to the conditions. Essentially the logical extension of your argument is that, once you have a road signposted at 100, it does not matter what is happening there, you just drive at 100, regardless of what is in front of you. That is crazy.

Dr McFETRIDGE: I read a report recently that up to 40 per cent of road accidents are caused by the design and construction of the roads. It was either the Australian College of Road Safety (and until recently I was the only member of this parliament who was a member of that college) or the RAA that did the report. I was astounded that 40 per cent of road accidents are caused by road design or road conditions—it is not the drivers.

The Hon. T.R. KENYON: I don't know the report you are referring to.

Dr McFETRIDGE: That was the allegation. It would be interesting to see if any of your officers are able to enlighten you.

The Hon. T.R. KENYON: I do not know what report you are referring to. I cannot comment on a report I have not seen, read or heard of.

Dr McFETRIDGE: You have never seen any evidence at all that indicates that the design of roads or the poor condition of roads is contributing to road accidents? If you come across a pothole in the road, it does your tyre in and you crash, it is not your fault.

The Hon. T.R. KENYON: The design or condition of the road affects the way in which you drive and should be affecting the decisions you make as to your speed and handling—

Dr McFETRIDGE: Only if you are familiar with the road.

The Hon. T.R. KENYON: So if you are not familiar with the road you should just drive at the same speed all the time and not worry about it?

Dr McFETRIDGE: No, for example—

The Hon. T.R. KENYON: You are saying drivers—

Dr McFETRIDGE: —if there is a hole in the road and you hit it and it does your tyre in and you skid off the road, that is not your fault, if you did not see the pothole until you came across it and you had driven that road hundreds of times.

The Hon. T.R. KENYON: Were you driving too fast to be able to adjust your line in the event that there was a pothole in front of you? That is the question, isn't it?

Dr McFETRIDGE: If you have driven that road many times before and—

The Hon. T.R. KENYON: So you were not paying attention at the time? That would be one of the killer five.

Dr McFETRIDGE: No, it is an unexpected—it is like an animal running across the road, when you swerve and—

The Hon. T.R. KENYON: Well, then, the thing you are saying is the driver is driving too fast for the conditions because, after driving along the road assessing what was on the side and not realising they do not have enough room to brake effectively in the event that an animal may run out in front of them, they have not left themselves enough time. That is the requirement.

Dr McFETRIDGE: It is like setting road speed zones—

The Hon. T.R. KENYON: The requirement of the driver is always to allow themselves enough time to react to road conditions.

Dr McFETRIDGE: It is like setting road speeds. In Singapore they put up their road speed on some roads 20 km/h, after assessing the 85th percentile rule. We do not use that rule here for some reason; I do not know why. There is a reliance on people's ability to judge the speed they drive at to be a safe speed: the 85th percentile rule.

The Hon. T.R. KENYON: And inevitably people get it wrong.

Dr McFETRIDGE: That is a well-known rule, but for some reason it seems to be in the government's mind—

The Hon. T.R. KENYON: I have never heard of it. You can explain the 85th percentile rule to me, if you like.

Dr McFETRIDGE: What you do is, you do a survey of the speeds of vehicles going along a road and you look at the average speed of 85 per cent of those cars. If that speed happens to be higher than the speed that was set on that road, then you might think, 'Perhaps 85 per cent of the drivers realise that you can drive at that speed without causing accidents.' That is what is they use. It is not my rule.

The Hon. T.R. KENYON: So you need to keep putting the speed up and up?

Dr McFETRIDGE: Well, they did in Singapore: they put it up 20 km/h on some roads.

The Hon. T.R. KENYON: I think that is an interesting approach to it.

Dr McFETRIDGE: You cannot just keep blaming the drivers. It has to be—

The Hon. T.R. KENYON: No; I almost always blame the driver, because drivers are the people who have responsibility for the vehicle they are driving. To say that people have no responsibility for their own safety is crazy. To say they are absolved of all guilt is just not logical, captain.

The CHAIR: The shadow minister.

Mr GOLDSWORTHY: Thanks, Mr Chairman. Continuing with the same target—

The Hon. T.R. KENYON: Which target?

Mr GOLDSWORTHY: In relation to the same target that we highlighted before in relation to the traffic management systems on the freeway, can the minister advise us what further work has been carried out in the investigation into a third arrester bed on the freeway between the Heysen Tunnels and the Glen Osmond Road intersection?

The Hon. T.R. KENYON: We are not investigating a third arrester bed. The problem we have is that people are not using the two that are already there. The only person who has in recent times was that 21-year-old woman who put her truck into the top arrester bed, quite rightly, I think. She thought the truck got away from her and she put it into the arrester bed. Interestingly, when she got back to the depot, she told me, a lot of the drivers said, 'Oh yeah, I wouldn't have used the arrester bed.'

The problem we have is there is an attitude amongst truck drivers that somehow you are a failure as a truck driver if you use an arrester bed that is there. If that is the case and there is this endemic cultural problem among truck drivers that they do not want to use an arrester bed because it means you are a bad driver, we could have 72 arrester beds there and they still would not use them.

An example is that truck that got away on the freeway and went through the bus stop and killed one person. There have been two crashes in recent times. In the particularly bad one he had lost control of the vehicle, he was not in the right gear and he could have used both arrester beds. He had the opportunity to use both arrester beds and chose not to.

That is the problem, and a third arrester bed at that point was probably too late. If you had put an arrester bed in at the toll gate, for instance, he would have missed it, because he was already going through the bus stop, which is uphill from the toll gate. What I would like truck drivers to do is use the arrester beds that are there. Then we might actually stop a few trucks going through traffic.

You would be well aware of the changes to speed limits for trucks with five axles or more and lane restrictions at the top between Crafers and Measday Bridge. We will be putting cameras in there to monitor that in the future.

Mr GOLDSWORTHY: Since you have been minister, have you had any discussions with industry groups in relation to a third arrester bed—like the Road Transport Safety Authority or people like that?

The Hon. T.R. KENYON: I met very briefly with Steve Shearer from SARTA, and I have been in a truck down the hill in the morning, talking with a truck driver and discussing the way the freeway works in the morning—that is the limit of it. It was a nice truck drive, actually; it was good.

Mr GOLDSWORTHY: In your previous answer, minister, you highlighted the fact that there are two arrester beds and supposedly there is plenty of opportunity for truck drivers to use them if they need to. Is the government intending to improve truck driver awareness of the actual location of the existing arrester beds through, for example, better signage or information provided to the industry?

The Hon. T.R. KENYON: Yes, we already have; we have put up new signs. There is a countdown in terms of, I think, from 300 metres. There is extra signage there pointing it out and one sign before the last arrester bed 'last chance'. We have increased signage already.

Mr GOLDSWORTHY: Are there any plans to improve the actual entry design into the existing arrester beds to make access wider and better, as the current entrances are (from the information we have received) considered too narrow by drivers?

The Hon. T.R. KENYON: We are looking at upgrading the Union Quarry arrester bed, which is the lower arrester bed. The bed will probably be lengthened. We have not had a lot of communication regarding the entry into it. The problem is not in the design or the location of the arrester beds so far. The problem is a cultural problem in drivers who do not want to use the arrester beds because they perceive it to be a sign of bad driving in that they were not able to get the truck under control.

Mr GOLDSWORTHY: Is that the advice you have received from the industry?

The Hon. T.R. KENYON: That is what drivers are telling me.

Mr GOLDSWORTHY: How many drivers have you spoken to?

The Hon. T.R. KENYON: Two; one of whom was reporting on the view of the rest of the depot when she put her truck into an arrester bed.

Ms BEDFORD: That is 100 per cent.

The Hon. T.R. KENYON: That is 100 per cent, yes, of a fairly small sample.

Ms THOMPSON: I have canvassed the matter with the truck drivers in my sub-branch and they confirm what you are saying.

The Hon. T.R. KENYON: There you go! The Reynell sub-branch is very heavily transport orientated.

Mr GOLDSWORTHY: In terms of improving the last arrester bed (the Union Quarry) are those upgrades going to be paid for from state moneys or federal moneys?

The Hon. T.R. KENYON: More than likely—and almost 100 per cent certainty—let us say 99 per cent certainty it will be state government money.

Mr GOLDSWORTHY: How much do you think it will cost?

The Hon. T.R. KENYON: Who knows? More than one tarantula.

Mr GOLDSWORTHY: More than one what?

The Hon. T.R. KENYON: Tarantula.

Mr GOLDSWORTHY: You must have an estimation of what the costs are?

The Hon. T.R. KENYON: We are not at that point to be able to estimate clearly.

Mr GOLDSWORTHY: When do you think the work will be done?

The Hon. T.R. KENYON: We do not know yet. We are looking at it and still going through the design process. We will have a clearer time later.

Mr GOLDSWORTHY: Is it three months, six months, 12 months, two years?

The Hon. T.R. KENYON: If I knew I would tell you.

Mr GOLDSWORTHY: Pardon?

The Hon. T.R. KENYON: If I knew I would tell you. If I could give you an answer I would but the fact is that I do not know yet. More than likely next year.

Mr GOLDSWORTHY: Next year.

The Hon. T.R. KENYON: Yes. Again, it does not matter how long it is if people are not using it.

Mr GOLDSWORTHY: So it would be in the 2012-13 budget year, you think?

The Hon. T.R. KENYON: More than likely.

Mr GOLDSWORTHY: So it is not in this budget, obviously.

The Hon. T.R. KENYON: No.

Mr GOLDSWORTHY: How is it all going with the 60 km/h speed limit for heavy transport with five or more axles travelling down the freeway? How is that running?

The Hon. T.R. KENYON: We are still in the three month educative phase, I think, although we are probably getting close to the end of that. It is all anecdotal at the moment, but the police tell me that they are actively policing it. We did that at the start of May and it is a three-month process, so we have one more month to go in the three-month education phase and then we are into fines and enforcement.

Mr GOLDSWORTHY: So you are not fining drivers at the moment if they are breaching—

The Hon. T.R. KENYON: No; if we say anything we are just telling them about the—

Mr GOLDSWORTHY: Pulling them up and giving them a warning.

The Hon. T.R. KENYON: That was certainly true early on, but I will take that on notice and make sure of it, get a refined answer for you, but we always set out to do the first three months as an education phase; we would not be out fining people straight away.

Mr GOLDSWORTHY: When we finish with the trial period, or whatever you want to call it, and it is actively policed with offences recognised and expiation notices issued, will that result in an increase in policing on that stretch of the freeway to enforce the 60 km/h zone?

The Hon. T.R. KENYON: As much as possible we are trying to use technology, so fixed speed cameras and point to point cameras in that section. Police tell me that they would not expect to have a large increase in patrols in that area; it is already a relatively heavily policed bit of road, so they are not looking to increase it. I am told that there has been an increase from December 2010 in the Hills and Fleurieu LSA's traffic allocation and resources, and they have been policing that area of the freeway.

Mr GOLDSWORTHY: So the policing of the freeway down to the toll gate—

The Hon. T.R. KENYON: That would be in concert with the Sturt LSA and the city LSA, or Eastern Adelaide LSA. I am told that Traffic Support Branch is also involved in that; it does the heavy vehicle side of things.

Mr GOLDSWORTHY: Does the Hills and Fleurieu LSA have primary responsibility and Sturt and Eastern Adelaide join in? It is not quite clear how it all operates.

The Hon. T.R. KENYON: I think they share it between them; they have to get up and down between the toll gate and Crafers. I am told they are sharing it; the three LSAs—Hills and Fleurieu, Eastern Adelaide and Sturt—and the Traffic Support Branch as well. All those units are involved in the policing of that section of the freeway.

Mr GOLDSWORTHY: So that is four. How is the policing coordinated?

The Hon. T.R. KENYON: It is all handled at that local unit level, so each LSA and the Traffic Support Branch have their own coordination of their efforts in that area. It is an area of high priority, because it is a high-volume road.

Mr GOLDSWORTHY: So they all do their own thing, basically?

The Hon. T.R. KENYON: They are all independent units, yes.

Mr GOLDSWORTHY: I will move on to Sub-program 11.2: Safety and Community, page 105, under the heading 'Description/objective: Provision of policy and investment advice and community information on road safety and the provision of services on safe and sustainable road use and travel behaviour.' It was reported in the media on 25 May in an article headlined 'Smart cars trialled in national first' that minister Kenyon says, 'This is a potential silver bullet in the fight against road deaths in this country' in reference to Cohda Wireless's dedicated short range communication device (DSRC)—

The Hon. T.R. KENYON: Direct short range communication.

Mr GOLDSWORTHY: —a new technology being trialled in 10 vehicles in South Australia. On 15 June in *The Advertiser* there was a headline 'Intelligent solution in cutting the road toll.' This is an article about the ISA technology (Intelligence Speed Adaptation technology) which provides audio and visual signs from a GPS and advises drivers that they are speeding and can activate mechanical devices which physically prevent drivers from exceeding the speed limit. It states that minister Kenyon has also identified the ISA technology as the 'silver bullet in reducing our road toll'.

The Hon. T.R. KENYON: No; I don't think I did that.

Mr GOLDSWORTHY: Is the report correct in stating that there are 10 DSRC-equipped vehicles in Adelaide?

The Hon. T.R. KENYON: There are 10 in the trial; that's correct. We are doing an initial trial of 10 vehicles. It is a very early stage in the trial.

Mr GOLDSWORTHY: So there are 10 DSRC-equipped vehicles in the trial?

The Hon. T.R. KENYON: Correct.

Mr GOLDSWORTHY: How much does each one of those units cost?

The Hon. T.R. KENYON: It is about \$3,000 each. Again, that is a very early stage. MAC is paying for that. The expectation would be that should this trial be successful, we would look at moving to a larger trial, and if that trial was successful then we would try to get it into more and more vehicles over time, and the more vehicles that use it, the lower the cost of each unit would be. There is a very rough target price of about \$100 a unit once it is in full production, but that is so rubbery that it is just to put out there as a concept really. You would not rely on it now.

Mr GOLDSWORTHY: It is relatively new technology or has it been around for a while?

The Hon. T.R. KENYON: No, no; it is completely cutting edge. It is absolutely new technology.

Mr GOLDSWORTHY: How did you come across it? Did the road safety section in DTEI go out and try to access information or did a representative from the company come to the government with it?

The Hon. T.R. KENYON: UniSA, which is working with the company, Cohda, approached the government for trials and support and we were happy to provide it.

Mr GOLDSWORTHY: So it is about \$3,000 for each unit at this stage?

The Hon. T.R. KENYON: They are hand built. The cost of each unit is almost immaterial in a way because they are hand-built prototype units, essentially.

Mr GOLDSWORTHY: Has there been a cost actually placed on the trial?

The Hon. T.R. KENYON: It is a couple of hundred thousand dollars, but we will get you an exact figure and get back to you.

Mr GOLDSWORTHY: What vehicles have they been put in? Are they in Fleet SA cars or just normal cars?

The Hon. T.R. KENYON: Yes; DTEI cars.

Mr GOLDSWORTHY: So they are driven by public servants?

The Hon. T.R. KENYON: Yes. They are just driving around and they interact with each other and it is logged and that information is communicated back to a base station.

Mr GOLDSWORTHY: Do they just drive around in the normal course of their business?

The Hon. T.R. KENYON: Yes.

Mr GOLDSWORTHY: How long is the trial going to be for?

The Hon. T.R. KENYON: Three months. It is very interesting. If you would like, I can organise for you to meet with the company. It is quite an amazing potential. The potential of the technology is incredible. Whether it comes to fruition or not is a matter for trials, but the potential of it is amazing. You could say, 'Holy flame trees, Batman', when you—

Mr GOLDSWORTHY: What?

The Hon. T.R. KENYON: —realise exactly how effective it is.

Mr GOLDSWORTHY: Say what, Tom?

The Hon. T.R. KENYON: You could say, 'Holy flame trees' or something like that. You have that sort of moment when you realise just what could happen and how low the death toll could be as a result of this technology, and it is very exciting at that point.

The CHAIR: I think you have stumped the shadow minister with your terminology.

The Hon. T.R. KENYON: 'Holy zero road crashes, Batman', or something like that.

Mr GOLDSWORTHY: Because the roads are in good condition.

The Hon. T.R. KENYON: Because people would not be running into each other.

Mr GOLDSWORTHY: Can you explain—

The Hon. T.R. KENYON: They would not be going 'thwack' or 'kapow' into each other.

Mr GOLDSWORTHY: Enough about comic book characters now.

The Hon. T.R. KENYON: Yes, I have run out of them. I am into 'kathump'.

Mr GOLDSWORTHY: Are you fatigued? Do you need to sort of regress a bit?

The Hon. T.R. KENYON: No.

Mr GOLDSWORTHY: Can you explain how the technology works, because all I saw was about 10 seconds on the television?

Mrs VLAHOS: He has offered to take you down there and show it to you.

Mr GOLDSWORTHY: No; I want him to tell us. You are obviously interested.

The Hon. T.R. KENYON: Each unit is fitted with a short-range radio communication device and it operates at 5.9 gigahertz, so very high frequency radio. It has about a two or three-kilometre maximum range.

Mr GOLDSWORTHY: Is that so that a bat could hear it? Maybe Batman could pick that up.

The Hon. T.R. KENYON: I think it is above the audible range of a bat. It would be well past piping shrike. Anything like that would not be able to hear it. It is very high. It is at the ideal range. The cars are hooked into a GPS as well, so the unit in the car knows the exact location of the vehicle, it knows its heading and its speed, and it is able to communicate that to the cars that are similarly equipped around it. So, they are all talking to each other, as it were, telling them how far they are going, where they are heading and in what direction.

When the unit calculates that two cars are getting very close to each other it sounds an alert. It is an audible alert. It says, 'Car coming from the left', or something like that—this is in its early form—often before you even see the car that is, in fact, coming from the left. When we were doing the driving trial it would tell you that there was a car coming from the left and then the car would come out from a lane and you would see it. So, you were getting this alert before you could see it visually—of course you always see everything visually because that is how you see, having a think about that.

So, that is the initial set-up. At its best, well down the track, it would be hooked up to the vehicle control system, the electronics in the vehicle, and it would be able to operate brakes and everything else that it is possible for vehicles to operate, the electronic stability control and all those things, to physically avoid the accident in the event that the driver was not able to, and it would probably do that better than the driver. That is well down the track, but that is where it is heading and that is where the real potential in the technology is.

Mr GOLDSWORTHY: So, at the moment, the technology within the trial—

The Hon. T.R. KENYON: Is audible warnings.

Mr GOLDSWORTHY: —just warns of another vehicle approaching?

The Hon. T.R. KENYON: Yes, that is exactly right.

Mr GOLDSWORTHY: It does not sense any braking or—

The Hon. T.R. KENYON: It would sense other vehicles braking and the car it was in braking, but it would not control the braking, it would not activate it, or anything like that.

Mr GOLDSWORTHY: If you are coming up to an intersection and there is another car coming at right angles—

The Hon. T.R. KENYON: It would tell you.

Mr GOLDSWORTHY: It would tell you, but would it—

The Hon. T.R. KENYON: It would not engage the brakes or anything like that, at that stage, no.

Mr GOLDSWORTHY: No; but can it detect braking at the moment?

The Hon. T.R. KENYON: It can detect that the car is braking and that another car is braking, so it understands what the cars are doing, but it does not interfere in the actual operation of the vehicles. It would know that the other car is braking and that you are braking, but it would not tell you that unless it was critical to the situation. It just tells you 'car approaching from the left' or 'look right' or something like that, and then you look right. You can set up a stationary transmitter on roadworks, for instance, so that as you approach the roadworks it says, 'Roadworks, slow down, the speed limit is 25', which is one of the scenarios that they had.

Mr GOLDSWORTHY: With the trial, there are 10 DTEI cars involved. Would you have any idea about what length of time they might be out on the road on a daily or weekly basis?

The Hon. T.R. KENYON: It would be a reasonably high amount. They picked vehicles that are on the road a lot but, as to their exact numbers, it would be hard to tell. The important thing is, though, that they are constantly going past the roadside data collection points, and they download the data as they go through—where they have been, who they have interacted with, which other cars they have come across, how fast they have been travelling, all that sort of stuff.

Mr GOLDSWORTHY: You said about \$200,000 has been allocated to the trial. So, we have 10 cars with the 10 drivers involved.

The Hon. T.R. KENYON: Who would be on the road anyway. They are not specially on the road for this trial.

Mr GOLDSWORTHY: Are there any other DTEI officers involved in the trial, considering there is \$200k allocated?

The Hon. T.R. KENYON: There is not a lot of involvement from DTEI, other than the provision of the cars, and the fact that they drive around as they normally would and the time taken to have the units installed and everything like that. A lot of the cost of the program was in the 10 \$3,000 units (so, \$30,000 there), and there are some roadside data collectors and they have a cost. If you like, we will get a complete breakdown of the costs of the trial and get it to you. Some of the costs have been borne by Cohda and the rest by MAC, so MAC and Cohda between them are doing it.

Mr GOLDSWORTHY: So, they are the ones that are going to foot the \$200,000.

The Hon. T.R. KENYON: Between them, yes: Cohda and MAC.

Mr GOLDSWORTHY: No money is out of DTEI supposedly.

The Hon. T.R. KENYON: No, but they have provided in-kind support. We do not have a figure. Actually, there is some money from DTEI; we will get you an exact amount.

Mr GOLDSWORTHY: Can you give us a bit of an overview on the Intelligent Speed Adaptation (ISA) technology?

The Hon. T.R. KENYON: My understanding of ISA is that embedded in the road or roadside infrastructure is a transmitter that transmits to a vehicle the speed limit in that area. As

you drive past, it will tell you that the speed limit is 60 km/h, and an extension of that is that it can interact with the vehicle and brake the vehicle so that it slows down to the speed limit.

Mr GOLDSWORTHY: It slows the car down?

The Hon. T.R. KENYON: It can. Again, you can have either audible communication or it can interact with the vehicle itself.

Mr GOLDSWORTHY: I understand some of the reasons for this technology, but you have audible speeding alarms currently in vehicles already. My daughter has a Magna—

The Hon. T.R. KENYON: Yes, but you set them manually. You put it in the road sign, essentially. So, if you are driving on the freeway or the highway to Melbourne, for instance, you are in a 110 km/h zone, you come into an 80 km/h zone, a little transmitter in the 80 km/h speed zone sign would transmit to your vehicle and you would hear an audible message saying that the speed limit is now 80 km/h and, being a responsible driver, you would then slow down to 80 km/h if you had not already. Alternatively, and if it is set up to be in the vehicle, it can then activate the brakes and slow you down to 80 km/h. That is one possibility of that technology.

Mr GOLDSWORTHY: Where are we in the scheme of things with this technology? Are you running a trial as well as your DSRC? Is a trial proposed? Are you going to allocate some funding to start putting it in place?

The Hon. T.R. KENYON: It is under trial in Victoria, New South Wales and Queensland at the moment. We are waiting to see how that goes in a way. If we were to trial it here, the next step would be for us to digitally map all the speed zones around the state, but we have not got any plans to do that at this stage.

I have to say that my preference is not to go down the ISA route, because it relates only to speed zones. I am far more attracted, even though it is at a much lower level of development, to the Cohda Wireless technology which is more encompassing and which interacts with other vehicles.

Mr GOLDSWORTHY: Have we got any idea of the cost per vehicle? Have you got any information from Queensland? You said that Queensland was trialling it.

The Hon. T.R. KENYON: No. We will try to find one for you.

Mr GOLDSWORTHY: When do you think you will get your information from the Eastern States? Do you know when the trial in the Eastern States is going to conclude?

The Hon. T.R. KENYON: They have not reported yet; we are not sure when they will. We can try to find that out. The big problem with the ISA technology is that the manufacturers are not particularly interested in it. They are interested nominally in the Cohda Wireless stuff and similar technology.

Cohda Wireless is not the only style of that technology, there are others overseas. There are internationally-agreed standards around how it will work. It is lot like Bluetooth. They have agreed on how it should work, how it should interact, the frequencies it should have and the protocols it should have, but, as far as having an applicable technology, we are a few years away yet.

Mr GOLDSWORTHY: You are not convinced that it is that fantastic?

The Hon. T.R. KENYON: No, I am absolutely convinced that it is fantastic.

Mr GOLDSWORTHY: You said that you were not attracted to it.

The Hon. T.R. KENYON: The ISA, no.

Mr GOLDSWORTHY: Yes.

The Hon. T.R. KENYON: No, the ISA I am not particularly interested in. If that was the only thing around I would be more interested in it but, with the advent of the Cohda Wireless technology, I am much more interested in that.

Mr GOLDSWORTHY: How come you did a big media launch?

The Hon. T.R. KENYON: That was for the Cohda Wireless. I did not do the ISA. I never ascribed silver bullet status to the ISA at all.

Mr GOLDSWORTHY: You didn't?

The Hon. T.R. KENYON: No.

Mr GOLDSWORTHY: I will check that.

The Hon. T.R. KENYON: Or even potential silver bullet status.

Members interjecting:

The Hon. T.R. KENYON: There are only so many vampires around, you only need so many silver bullets.

Mr GOLDSWORTHY: I did not want you to have all these silver bullets, minister—

The Hon. T.R. KENYON: I do not think that you can have too much ammo. That is my opinion in life. You can never have too much ammo.

Mr GOLDSWORTHY: We wouldn't call you Batman: we would call you the Lone Ranger.

The Hon. T.R. KENYON: I think that you need to be prepared. I'm very scouty.

Mr GOLDSWORTHY: I refer to the same sub-program, page 106, and the Performance Indicators table. Can you confirm that the Matemorphosis advertising campaign—

The Hon. T.R. KENYON: Is this the one with the rooster, and all that sort of thing?

Mr GOLDSWORTHY: Yes, involving TV, radio and print—newspaper adverts. Can you confirm the budget for that is \$600,000?

The Hon. T.R. KENYON: That is under MAC, which would be the Treasurer, so he looks after that, but I think that is about right. I will try to find out for you and if it is any different I will let you know. I think Ben Tuffnell on the day said it was about \$600,000, so I think that is right.

Mr GOLDSWORTHY: Tom launched the campaign.

Dr McFETRIDGE: Which advertising agency has developed that campaign?

The Hon. T.R. KENYON: I could not tell you.

Dr McFETRIDGE: Is it a South Australian company?

The Hon. T.R. KENYON: I think it is.

Dr McFETRIDGE: I thought it was 303 in Western Australia.

The Hon. T.R. KENYON: No; I think it was a South Australian campaign. I am pretty sure it was a South Australian company, but I will find out and get back to you.

Mr GOLDSWORTHY: While obtaining that information, will you also find out the actual cost of making the advertisements?

The Hon. T.R. KENYON: Do you want the total cost of the campaign or the cost of making the advertisements?

Mr GOLDSWORTHY: We know the campaign is about \$600,000, which is paying for advertising space, but what is the actual cost of making of the advertisement—the production?

The Hon. T.R. KENYON: Yes; easy.

Mr GOLDSWORTHY: You might need to get back to us on this question or you might know the answer, seeing you launched the campaign: how long will it run for?

The Hon. T.R. KENYON: Indefinitely, I think is the answer. My recollection of that is that we would run it for as long as it took—I think the initial period was three months—and then we would assess the program and go from there. If it is effective we will keep using it.

Mr GOLDSWORTHY: You have allocated \$600,000, so sooner or later that will run out.

The Hon. T.R. KENYON: But MAC have an ongoing budget for advertising and, if they find it is an effective program, they will keep doing it and allocate more.

Mr GOLDSWORTHY: This is an issue we raised previously: was comprehensive market research carried out to ensure that the campaign would be effective as it was aimed at a specific target audience?

The Hon. T.R. KENYON: Yes; focus groups were done.

Mr GOLDSWORTHY: Can you provide more detail?

The Hon. T.R. KENYON: No; there were just focus groups done. There was a testing of the ad campaign, it was found to be successful and it was therefore put into distribution or put on TV, into print and on billboards and coasters.

Mr GOLDSWORTHY: Can you expand on the composition of the focus groups?

The Hon. T.R. KENYON: Yes; there was Peter Smith from—no I cannot, other than to say that it happened, it was successful and that is why we are spending the money.

Mr GOLDSWORTHY: So was there one focus group or a number?

The Hon. T.R. KENYON: I do not know.

Mr GOLDSWORTHY: Can you provide that information?

The Hon. T.R. KENYON: Possibly; we will look at it. If we can get it for you, we will. Do you think there should be a set number of focus groups or do you think there should be—

Mr GOLDSWORTHY: I am just asking you the question.

Mr GARDNER: Can you tell us who engaged the focus groups?

The Hon. T.R. KENYON: The advertising company would have, I assume. It might have been MAC—I will find out. It is funny that you are suggesting we should be using focus groups on the one hand, but not generally on the other.

Mr GOLDSWORTHY: I am not suggesting that at all.

The Hon. T.R. KENYON: So we should be using focus groups?

Mr GOLDSWORTHY: I just asked a question about what research you carry out.

The Hon. T.R. KENYON: I am just curious about your position on focus groups and whether we should use them or not.

Mr GARDNER: Sometimes.

Mr GOLDSWORTHY: It is market research.

The Hon. T.R. KENYON: That is a far more astute answer from the member for Morialta.

Mr GOLDSWORTHY: Let us get back to the questions.

The Hon. T.R. KENYON: I am asking questions.

Mr GOLDSWORTHY: The minister does not answer questions, actually.

The Hon. T.R. KENYON: Sometimes I do; I just did, and you answered them.

Mr GOLDSWORTHY: He is adopting the persona of some of his ministerial colleagues we have had the pleasure of being involved with. You do not back away from the use of that language in those advertisements: knobs, horse's ass, wanker, rooster? You do not back away from any of that type of language?

The Hon. T.R. KENYON: No.

Mr GOLDSWORTHY: Do you think that that applies to your cabinet colleague who racked up over 60 traffic offences?

The Hon. T.R. KENYON: All I want to say about the member for West Torrens is that—

The CHAIR: Can you refer me to a page number?

Mr GOLDSWORTHY: Page 106.

The Hon. T.R. KENYON: —is that he has paid suitably for his indiscretions. I will say that it is easy for people to make mistakes in their driving. What I would say is, I think that the Matemorphosis—

Mr GOLDSWORTHY: Sixty mistakes!

The Hon. T.R. KENYON: —campaign maybe was a little bit late. For instance, if the member for Schubert had had a mate hold him up just before he got into his vehicle, he might not have struggled to hold his licence; or, if one of the member for Flinders' mates had said, 'Perhaps you should not be driving like a rooster', he might not have been topped for speeding and lost his licence.

Mr GOLDSWORTHY: I think their—

The Hon. T.R. KENYON: That is what I am saying, that perhaps if we had introduced a matemorphosis campaign a little bit earlier, that might have been avoided. That would have been good and that would have been exactly the aim of the Matemorphosis program.

Mr GOLDSWORTHY: —indiscretions pale into insignificance compared to the Minister for Corrections. I think everybody agrees with that, except perhaps you, minister.

The CHAIR: Does the member for Morphett wish to ask a question?

Dr McFETRIDGE: Just for the record, the main four causes of road accidents are: driver behaviour is number one, poor road maintenance is number two, roadway design is number three, and equipment failure is number four. Having said that, minister, I refer to the Safety Camera Program, Budget Paper 4, Volume 4, page 64, Investments, Reaching the Road Safety Target. Can the minister advise whether the Glenelg Primary School will be a site for one of these safety cameras?

It has been my sad duty to have to—well, not sad, it is part of my duty, but it was sad to have to do this—talk to a parent who was very distressed after their child was hit by a car that went through the pedestrian crossing on a red light (it is a signalised crossing). It is a real issue and has been for a number of years. There have been changes to the arrangements there with bike lanes being put in, but it is a continual issue and my constituents, particularly the parents at Glenelg Primary School, would like to know whether they are next cab off the rank for one of the safety cameras.

The Hon. T.R. KENYON: There are probably eight cameras to be installed in the next four years. The first two will be at Trinity Gardens on Portrush Road and Black Forest on South Road. Obviously that means there will be another six to go in, and I am happy to throw that one into the mix. It will be assessed against criteria. That may not be the one of the top six priority targets after the first two that we are doing, but we will assess them against the criteria, and if it is there we will put it in happily.

Dr McFETRIDGE: I will perhaps get the governing council to write to the minister, then, because the parents—

The Hon. T.R. KENYON: I am happy for them to write. All I am saying is that I cannot offer any guarantees that it will go in. It may be that there are higher priority sites.

Dr McFETRIDGE: Kids being hit there is pretty high priority for the parents.

The Hon. T.R. KENYON: I agree that it would be better if children were not hit, but in this case, happily, it was a relatively minor accident, as opposed to fatalities at other sites and heavier volumes of heavy vehicle traffic, which have the potential to be a lot more catastrophic. We will be assessing them against the criteria and we will put it in the mix with that. I will not give you any guarantees.

Dr McFETRIDGE: What does it cost to put those cameras in, do you know, per site?

The Hon. T.R. KENYON: For each camera, it is roughly \$200,000 to \$300,000, I am told.

Dr McFETRIDGE: Same budget reference, Reaching the Road Safety Targets: I have raised the issue at a number of previous estimates committees on road safety of the combination which we are seeing at a lot of locations now where they are combining not only the tram and train signals, the wigwags and the booms coming down, but traffic lights there now as well. I refer particularly to Morphett Road, at the tram crossing by the racecourse there: it was \$400,000 to do this and it just causes so much traffic congestion and hold-up. It is happening all over the place. Is there evidence to show that this combined signalling is improving road safety? I did not know of any accidents there before. There was certainly a huge difference between the DTEI people and the tram people over this one.

The Hon. T.R. KENYON: The intent of those traffic lights at the signalised crossing is to prevent people queuing across the railway line or the tramline. It is to get them to stop before that, even though the signal has not been activated and the boom gates are not down, so there are no cars sitting across the middle of the line when the boom gates go down. That is what we are trying to avoid, if you know what I am saying.

Dr McFETRIDGE: At Morphett Road, because Anzac Highway is a matter of 100 metres away, the lights are not synchronised and you still get that happening. I have been there and seen it happen. People have been caught out by thinking they can get through the Anzac Highway lights,

but they have turned red and the traffic builds up extremely quickly and they are on the tramline, so it is still a real issue.

The Hon. T.R. KENYON: I think the department is indicating to me that it would like to tweak it a little bit and it will be having a look at it.

Dr McFETRIDGE: I think I asked it last year and the year before.

The Hon. T.R. KENYON: We are going to keep going. I was not here last year or the year before, other than to sit on that side.

Dr McFETRIDGE: So you will probably remember the questions.

Mr Gardner interjecting:

The Hon. T.R. KENYON: I was, you are right. Well done, member for Morialta. You are correct—I was sitting up there.

Mr GARDNER: You might also then remember that last year I asked the then minister for road safety about the draft road management plan for St Bernards Road, Newton Road, Darley Road and Penfold Road that had been referred to by the previous member before the election—that she had seen a draft that suggested that we might get traffic lights at the corner of Graves Street and Newton Road, Newton and Campbelltown. This is an issue I understand the member for Hartley has taken up, as well, so good for her; she is in the cabinet and is hopefully able to help to get some results.

The draft road management plan, when it finally arrived at the end of last year and was given to the council and me, did include an option for traffic lights there. No funding was attached. I am wondering if it would be possible for the minister to get back to us with a dollar figure on what that treatment would cost for the traffic lights option.

The Hon. T.R. KENYON: Just quickly, I can say well over \$1 million.

Mr GARDNER: Is that based on a specific figure that you have? If that is the case, can we obtain that figure?

The Hon. T.R. KENYON: I can give you the long answer or a very rough quick short figure. Which would you prefer?

Mr GARDNER: I would like the correct answer. I am happy for you to give it to me on notice, if you want.

The Hon. T.R. KENYON: Both are correct. As you know, there has been a draft road management plan, as you said, along Darley, St Bernards, Newton and Penfold roads. It forms the basis for discussion with councils. The draft plan was finalised and sent to the two local councils and relevant members of parliament around November 2010. I would hope that you received one of those.

Mr GARDNER: Yes.

The Hon. T.R. KENYON: You have? Good. If you have not, let me know and I will give you a copy.

Mr GARDNER: No; I have a copy.

The Hon. T.R. KENYON: DTEI has begun the community engagement process and a workshop was held at Burnside on 26 May 2011. We are awaiting advice from the City of Campbelltown about the timing of a similar workshop to discuss the matters raised in the road management plan at locations within its area of responsibility. Comments and concerns that are identified as part of the engagement process will be assessed and the draft management plan will be amended accordingly.

At the junction of Newton Road and Graves Street, the road management plan proposes two treatment options: either the widening of the junction to accommodate a right-turn lane from Newton Road into Graves Street; and signalling the junction is the second option. Both options will impact several major utility services on the side of the roads which adds significantly to the cost. An estimated cost of the signals exceeds \$1 million, which is well in excess of the \$100,000 that was bandied about at the last election. All improvements identified in the road management plan are unfunded and will need to be prioritised against other projects on a statewide basis to ensure that the funds we have are allocated to achieve the greatest benefit to the community. There is no commitment to install traffic lights at this location.

I went to St Francis of Assisi on 31 May and I agreed to fund a traffic consultant to work with the school to improve their internal traffic management as well. There is a lot of land within the school that, if used appropriately, could alleviate a lot of the traffic problems occurring, particularly on Graves Street; perhaps not so much turning from Graves Street onto Newton Road. But as with all schools, there is a lot of traffic at drop-off and pick-up time; it would be a more congested time.

Mr GARDNER: There is a church on the corner, but that is another issue. I will let the shadow minister finish up.

Mr GOLDSWORTHY: Sub-program 11.2: Safety and Community, page 105. You might have the answer to this question or you might have to get back to us on it. How much does the state spend on road safety billboards on highways and major roads; for example, the large billboards on major roads that advertise the 'Stop creeping' theme?

The Hon. T.R. KENYON: MAC owns those billboards; it puts them up and it takes care of putting up the advertising on them. MAC reports to the Treasurer, but I will see if I can find an answer for you.

Mr GOLDSWORTHY: From previous questions we have asked in Auditor-General's and so on, the DTEI road safety branch operates on a budget of about \$50 million and has about 150 staff. Is that still the case, and does it have any input into the MAC advertising campaigns in relation to the themes run and messages communicated?

The Hon. T.R. KENYON: The 150 is roughly right, and the ads are taken care of by MAC. DTEI does not have any input into that.

Mr GOLDSWORTHY: So the road safety branch does not have any input? There is no communication?

The Hon. T.R. KENYON: No; there is extensive communication. MAC and DTEI work together on lots of road safety issues and meet regularly, but MAC is responsible for the production of the ads and the advertising campaigns.

The CHAIR: I would like to thank the minister, the shadow minister, the members of the committee, and the advisers. There being no further questions for the minister I declare the examination of the proposed payments concluded. After examination of the last proposed payments have been completed, and before 10pm, I lay before the committee a draft report.

Mrs VLAHOS: I move:

That the draft report be the report of the committee.

Motion carried.

The Hon. T.R. KENYON: Thank you to everyone who has participated in the committee, particularly my staff and the departmental staff who have assisted a new minister in getting across a very broad range of topics for estimates. Sir, thank you for your five days, and my backbenchers.

The CHAIR: Thank you, minister. It has been an absolute pleasure.

At 14:04 the committee concluded.