

HOUSE OF ASSEMBLY

Thursday 13 October 1994

The **SPEAKER (Hon. G.M. Gunn)** took the Chair at 10.30 a.m. and read prayers.

ENVIRONMENT, RESOURCES AND DEVELOPMENT COMMITTEE: DEVELOPMENT PLANS

Mrs KOTZ (Newland): I move:

That the fifth report of the committee on supplementary development plans (amendments to development plan) be noted. The fifth report on amendments to development plans, formerly supplementary development plans, has been presented today. As well as dealing with inquiries which have emanated from the Parliament, the Environment, Resources and Development Committee has a wide range of responsibilities under other Acts. One of these is the responsibility for scrutinising amendments to the Development Plan, a requirement under section 27 of the Development Act (previously a requirement of the Planning Act).

This is the fifth report on these amendments, and it forms a sequence of reports separate from the committee's major inquiries. The tabling of the ERD Committee's fifth report on supplementary development plans or amendments to the Development Plan is an appropriate opportunity to voice my concerns on the problems associated with its role and place in the process of parliamentary scrutiny of these amendments. This report covers the period from November 1992 to 22 June 1994.

In this time, the ERD Committee scrutinised 77 supplementary development plans or, as they were renamed on the proclamation of the Development Act in early 1994, amendments to the Development Plan. A list detailing these is contained in this report. For members who may not be aware of the finer points of the planning system, the translation of concepts into planning policies and requirements is done via the amendment of the Development Plan, which provides the basis of South Australia's development control. Briefly, the Development Plan provides principles, prescriptions and criteria under which development is permitted or prohibited. It is altered to incorporate any changes in policy by an amendment to the Development Plan which was, as I have said, termed a supplementary development plan prior to the Development Act 1993.

The preparation of these amendments, most of which originate with local councils, involves a long and involved consultation process and can take many months or even years from council resolution to final authorisation by the Governor. Amendments which cross council boundaries, such as the Mount Lofty Ranges supplementary development plans, are drawn up by the Minister and have their own consultation process. In the reporting period, the committee did not exercise its right to disallow a plan or place one before the Parliament. It made recommendations or detailed comment on only eight out of the 77. Such recommendations are detailed in this report.

The committee takes its role of scrutinising these plans very seriously indeed, and they consume a great deal of committee time. Therefore, it is with some dismay that I note developments over the past year which have tended to neutralise any positive role that the committee has been able

to have. Under the previous Planning Act, the ERD Committee received an SDP for scrutiny after it had gone to the Minister but before it went to the Governor in Executive Council for final authorisation. That system has its own frustrations, particularly when interim approval had been granted. 'Interim approval' means that an amendment or SDP comes into operation immediately but on an interim basis under section 28 of the Development Act. Under that section the Governor may make such a declaration when convinced the immediate operation of an amendment is 'in the interests of the orderly and proper development of an area of the State'. If this interim order were in place, the likely effect would be that, by the time the amendment reached the committee, it would already have been in operation.

In cases other than ones in which interim operation was in effect, there was some point to parliamentary scrutiny. It is my belief that the committee's persistent and conscientious examination of these plans led it to be relegated to a more ineffectual place in the order of procedure in the Development Act. Whereas, as I have said, supplementary development plans were once referred to the committee before they went to the Governor in Executive Council, under the new legislation the committee now looks at amendments to the development plan after they have been given the Governor's approval. I presume that, by placing parliamentary scrutiny at the end of the process, the thinking was that the committee, and therefore parliamentary scrutiny, would be effectively neutralised and the bureaucratic order would be preserved.

The Minister has looked kindly on some of the recommendations which have been made by the committee, but there is no obligation to accept its recommendations. The committee's role in the new legislation is in conflict with itself. On the one hand, it is a place of last appeal; on the other hand, if it actually exercised its right to place an amendment before the House, one imagines that all hell would break loose. Councils and people, who have patiently nursed an amendment through, would have every reason to be exceptionally angry.

This anomalous situation has caused the committee to examine its function very carefully. The effects of the new development legislation were anticipated by the previous ERD committee which, as far back as March 1993, issued a report entitled 'Procedures for Consideration of Supplementary Development Plans', which anticipated these effects. That report recommended, among other things:

... draft Development Bill be amended to facilitate earlier scrutiny of SDPs by the Environment, Resources and Development Committee.

The recommendations of that report were not adopted by the previous Minister, and the results have been as anticipated. The committee is frustrated at its place at the very end of the line after the Governor's approval and, as I have mentioned, is even more conscious of the importance of not tampering with events, which have taken so long to come to fruition.

If an amendment has received interim effect, it may already have been implemented—a ludicrous situation, as I am sure members will agree. The report also made a recommendation about interim approval, and that was also ignored by the previous Minister. Councils responsible for amendments have expressed alarm at the thought of a longstanding amendment, carefully nursed through the convoluted and protracted planning process, being overturned at the very last minute, after they have properly assumed that approval can be assumed. The committee, aware of this, is reluctant to overturn amendments, although if they appeared to be

justified it would have no alternative other than to attempt to do so, but the Minister does not have to take notice of suggested changes or recommendations for improvement. This, however, only increases the frustration of members of the committee.

What then is the role of the committee in these matters? Officers of the Department of Housing and Urban Development, in a briefing to the committee on the provisions of the new Development Act, described it as follows:

... a sort of planning appellate body. There is a decision-making process and, at the end of the day, the Parliament vets that to make sure that things have been done properly.

Further comments were made along the following lines:

The down side of the getting involved earlier is that the committee might become embroiled in matters of detail long before the SDP gets to this stage in the statutes. Many local issues do get sorted out through the process, with the result that this committee will see only the end result and the remnant fights.

This makes some sense, and it would be ridiculous for a parliamentary standing committee to duplicate the work of a number of agencies, but the present position in the procedure is, I would suggest, an impotent one. The committee was more comfortable and, in my opinion, justifiably so, with its place under the previous Planning Act. The committee's place in receiving the SDPs after ministerial approval but before the Governor's final assent was far less a rubber stamping than the current situation has proven to be.

The committee also is aware of its wider responsibilities and believes that priorities must be determined. The Environment, Resources and Development Committee has several major inquiries before it at the moment: investigation of the Canadair CL-415 firefighting plane, motor vehicle inspection and the Sellicks Hill caves—and the ETSA regulations wait in the wings. The committee is required to report to Parliament on the environmental aspects of the MFP, and will have other statutory obligations when the EPA legislation is proclaimed. There are many issues which fall into its broad terms of reference, and in that regard I quote from the Act:

... any matter concerned with the environment or how the quality of the environment might be protected or improved; ... any matter concerned with the general development of the State; ... any matter concerned with planning, land use or transportation. ...

This is what the committee believes it should be addressing. The continuing and time consuming perusal of amendments to the development plan makes it difficult for the committee to give full attention to these matters. The same problem occurred this year with regulations under the Development Act. When that legislation was passed the regulations came to the Environment, Resources and Development Committee for scrutiny. The committee heard evidence and produced a report on the regulations but similarly felt they were a sideline to its more important role. I was therefore quite comfortable when those regulations and all other regulations for Parliamentary scrutiny were transferred to the Legislative Review Committee.

It is for all these reasons that the report I am tabling recommends that Parliamentary scrutiny of the amendments to the development plan go back to the Legislative Review Committee. That committee used to have this function before the Parliamentary Committees Act was proclaimed in early 1992. It is now responsible for regulations under the Development Act, and there is justifiable argument that these two areas fit comfortably together. However, the report also recommends that parliamentary scrutiny be moved back to its previous position and not take place after the amendment has gone to the Governor. If this does not occur, the Legisla-

tive Review Committee will find itself in the same predicament as the Environment, Resources and Development Committee with a desire to take the role seriously set against an awareness of the enormity of overturning an amendment which has been years in the making—and which the proponents believe is set in concrete.

I make clear that change in the order of parliamentary scrutiny will be as significant to that committee as it was to the Environment, Resources and Development Committee. The reallocation of these amendments will enable the Environment, Resources and Development Committee to spend its time taking the broader view, and no-one is more conscious of the need for appropriate development in South Australia to be assisted in every possible way. The committee can play an extremely positive and more pro-active role in this area if it is free to do so, but it is with some dismay that I watch the unfolding of the new development legislation.

This legislation, introduced under the ambit of the previous Government, was supposed to simplify, clarify and streamline development processes. My observation, which has been strengthened by evidence put before the committee on a range of planning issues, is that they are more convoluted than ever. I wish the Minister, who is at present trying to clean up this mess, every success. In submitting this report to Parliament, I thank members of the Environment, Resources and Development Committee for their valuable contributions and support. We may disagree on some things but commitment to the committee has never been an issue. I commend the report to the House and hope that the committee's recommendations will be favourably assessed with action taken upon them.

Mr MEIER (Goyder): I take note of what the member for Newland said about the role of the Environment, Resources and Development Committee as compared to the Legislative Review Committee with respect to these amended development plans. The Legislative Review Committee used to have before it what were then called 'supplementary development plans', and the committee was the eleventh hour opportunity for anyone who had concerns with a plan to come before the committee and, if possible, submit an amendment. That was very difficult to do and, if my memory serves me correctly, I do not recall any plan being thrown out and brought back in.

When we were discussing the review of the committee system—and the former member for Elizabeth, Martyn Evans, had a lot to do with that—concern was expressed about some of the changes, and this was one change that was brought in. One can never be opposed to change for the sake of its being opposed, but I had some concerns about the new proposal. However, as the Legislative Review Committee had not worked 100 per cent and we had not been able to stop any plan during the time that I served on that committee, I thought that we should wait and see whether the new system was better.

As the member for Newland has pointed out, the situation has become worse. The Social Development Committee not only does not have the eleventh hour appeal rights that the Legislative Review Committee had but now it would appear that the former supplementary development plans (the now amended development plans) go to that committee even though they have virtually become law and people have started to act on the recommendations, developers may have sunk money into them and everybody assumes they can go ahead. That is unsatisfactory. It makes a farce of the parlia-

mentary committee system to say that we have the right to amend and stop these plans when in fact we could have a legal challenge on our hands if we did because a developer had spent hundreds of thousands or millions of dollars in the belief that everything had gone through. I agree with the member for Newland on that point, and I hope that the Parliament will take it on board as soon as possible.

This system obviously had its flaws previously when the Legislative Review Committee looked at it and it is obvious that it has even more flaws now. Therefore, it is high time that this Parliament made sure that when these matters go to whatever committee it is—I believe the report indicates that it goes back to the Legislative Review Committee, and I have no problem with that—there is still ample time for anything to be amended and for changes to be made without affecting developers. In that respect, I fully support the remarks made by the member for Newland.

Ms HURLEY (Napier): I also support the member for Newland's remarks in terms of how well the committee works and the commitment of the committee. We have carefully scrutinised all the supplementary development plans that have come before us even though, as has been pointed out, our power to influence the process at that stage is very limited. Some members of the committee believe that the responsibility for looking at amendment plans should continue to remain with the Environment, Resources and Development Committee. We believe that those plans most appropriately come under the auspices of that committee because it has an overall view of environmental matters within the State.

We also believe that it is appropriate that members with that overview should be able to scrutinise the amendment plans that come before this Parliament. We think that there is a fairly long established history of good consideration of these issues by the Environment, Resources and Development Committee. We believe it is the most appropriate place for them to be scrutinised and the most appropriate committee to continue the fight to ensure that the Parliament has more influence over what happens in the planning process.

Mr VENNING (Custance): I support the motion. First, I congratulate the chairperson of the committee, the member for Newland. She has an excellent grasp of the committee. The committee is very active and sometimes we have some lively debates, and the chairperson at all times keeps a very strong hand on proceedings. I am very pleased to be a member of that committee and to work under the member for Newland. I also congratulate our secretary, Ms Geraldine Sladden, who does a fantastic job. We welcome to the committee Mr Ray Dennis, our new research officer.

The ERD Committee is a standing committee of the Parliament and, as a relatively new chum to the Parliament, this is my first time on such a committee of the Parliament. Whereas I could have said I was a little cynical before it all started, I can really see the value of it, having now worked on the committee for nearly 12 months. The committee system works very well: this is the coalface of the Parliament prior to legislation. It is time well spent.

The issue at hand is the SDPs of councils. I would agree with what the chairperson of the committee, the member for Newland and the member for Goyder have said. It does seem to be a waste for us to be considering SDPs, although they are vital and interesting, when in many cases the interim effect is already in place and it is too late for us to prohibit, modify or amend them. If we were to interfere, it would cause a lot

of problems and duress to the councils and the developers, particularly home buyers. So, we have to look at this issue. The ERD Committee has to enter the process much earlier. If it does not, I would agree with the chairperson in relation to whether the ERD should be doing that work at all or whether those matters should go back to the Legislative Review Committee.

The time of the ERD Committee is at a premium. We are meeting for as long as we can: we are having two-day meetings to get through the business. There is so much more that the committee could do. The scope of the work that it could handle is enormous but the workload before us at present, particularly in relation to water bombing aircraft, is significant. We should be looking at so many other issues.

I sometimes wonder whether the committee is spending an inordinate amount of time on supplementary development plans when, in many cases, it is a *fait accompli*: the issue is probably beyond our control. The question is whether the committee should free up time by giving its SDP obligations to another committee. It could do valuable work in other areas. Again I congratulate the chairperson for the wonderful report she has put to Parliament. I urge members to read it, to scrutinise it and to come back to the members of the committee with their comments. I have much pleasure in supporting the motion.

Motion carried.

STATUTES AMENDMENT (NOTICE OF CLOSURE OF EDUCATIONAL INSTITUTIONS) BILL

The Hon. M.D. RANN (Leader of the Opposition): I move:

That the Statutes Amendments (Notice of Closure of Educational Institutions) Bill 1994 be restored to the Notice Paper as a lapsed Bill pursuant to the Constitution Act 1934.

Motion carried.

DAYLIGHT SAVING

The Hon. FRANK BLEVINS (Giles): I move:

That the regulations made under the Daylight Saving Act 1971 relating to summer time 1994-95, gazetted on 15 September 1994 and tabled in this House on 11 October 1994, be disallowed.

It does not give me a great deal of pleasure to move this motion: I would have much preferred the private member's Bill that I introduced on two occasions previously to be carried by the Parliament. That would have removed the regulation-making power of the Governor.

An extension of daylight saving which appears to become a permanent extension thereof warrants more than a notice in the *Gazette*. No doubt a substantial number of people in my electorate think that also. I have some difficulty with some people in my electorate because they are totally opposed to daylight saving *per se*: they do not agree with any daylight saving at all. My response to that is that we had a referendum and the referendum was carried. My assessment at the polling booths and the results of that referendum in my electorate were such that, even with the extended electorate, it was carried by a substantial majority. I argue with good and valued constituents and friends that I do support the four months daylight saving; it was a democratic decision.

I must agree with my constituents that to extend it unilaterally by another three weeks is not a democratic decision. It is an action that has not been tested in the

Parliament after we have had quite a few years of that extension applying. Whilst I said in the second reading—

Mr Venning: You wanted to move to Eastern Standard Time.

The Hon. FRANK BLEVINS: Thank you for staying—I am coming to that in a moment, particularly as it relates to you. I was interrupted by the member for Custance, who is a bitter opponent of daylight saving, and I am sure that a person with such integrity will have no difficulty joining with me on this occasion to ensure that there is not an unwarranted extension of daylight saving beyond that which was passed by the people at the referendum.

I would have much preferred a substantial debate on the issue of extending daylight saving and for any Government, Labor or Liberal, to come back to the Parliament and debate the substantial issue if it wanted to vary the period that was approved by referendum.

My assessment is that an overwhelming majority—over 90 per cent—of South Australians in rural or non-metropolitan electorates object to this unilateral extension. My guess is that probably the majority of people in the metropolitan area also do not agree with the extension. Even those supporters of daylight saving at the end of the four months period are a little weary of it. So, this measure is one that every member of the House can support. I can be fairly confident in the knowledge that the majority of their constituents will be supporting them.

I know that an eastern suburbs clique runs this Government and, for some reason (about which I am still thinking but which I have not quite identified), the overwhelming majority of people in the Liberal Party and the Liberal Party Caucus are not eastern suburbs characters who live under the leafy shades out in Burnside and these places; they are not that at all. Why they allow themselves to be led by the nose by these eastern suburbs characters, I do not know. I hope and expect that eventually when there is a little more experience on that large back bench opposite that they will tell those eastern suburbs characters who run the Government that enough is enough and that there are people to be considered other than the worthy burghers of Mitcham, Burnside and the like. There is a whole productive area of the State out there that also has to be considered.

An honourable member interjecting:

The Hon. FRANK BLEVINS: Exactly. The arguments that have been put up for this over the years in my view have never been persuasive. What people have argued is that in some way it assists the Adelaide Festival of Arts. I am a great supporter of the Festival, although I am not a great attender. Not a great deal of it is put on in Whyalla. It is an Adelaide Festival of Arts and, therefore, those of us working productively in other areas of the State do not get much of a go at all, although we do produce the wealth that pays for it. I am not complaining about that. However, for the life of me, I cannot see one item on the Festival program that requires my constituents on the West Coast to endure another three weeks of daylight saving.

In 1995 there will be no Adelaide Festival of Arts, so why is the Government asking the people in Kimba, Cowell, Ceduna, the Mid North and the South-East to suffer something they dislike intensely when there is not even an Adelaide Festival of Arts in 1995?

Members interjecting:

The Hon. FRANK BLEVINS: The member for Mitchell says that people do not have to suffer it. I thank the member for Mitchell for that quote. I wish to draw his attention to the

Eyre Peninsula Tribune of Thursday 22 September. The Eyre Peninsula produces a large amount of the wealth of this State.

Mr Brindal interjecting:

The Hon. FRANK BLEVINS: With grain and wheat, with billions of dollars of steel going overseas and gas.

Members interjecting:

The Hon. FRANK BLEVINS: That is correct: a large part of the productive capacity of South Australia is generated on Eyre Peninsula. I refer to this letter because the member for Mitchell scathingly says, 'Suffer? They don't have to suffer daylight saving.' Let me give an example of a constituent, unknown to me, of the member for Flinders. Obviously, there has been an interesting exchange of letters in the paper about daylight saving in the past few months. The response is from Audrey G. Pobke of Port Lincoln, and I know nothing of her except this letter. I want the member for Mitchell to take particular attention so that he does not crack jokes at the expense of people whom he believes do not suffer daylight saving. The letter states:

The member for Flinders concedes that there is opposition to extension of SA summertime well into Autumn but believes 'the benefits to the State outweigh the costs.'

Obviously, the member for Flinders has made some comments that there is some opposition but that the benefits do outweigh the costs. The letter continues:

We assume the 'benefits to the State' is to State coffers—even that is debatable. Admittedly, some occupations could benefit substantially. Hoteliers obviously stand to benefit—trebly so, now that one armed bandits have successfully held up and overrun SA. How does the member—

the member for Flinders—

evaluate the costs, one wonders? How does anyone evaluate human suffering and hardship? How do you measure fatigue-induced ill health, tension, family discord due to chronic early morning rush stress, disruption of family routine and collapsed kids in the early afternoon? To impatiently dismiss the subject as trivia is an admission of the very real hardship the whole exercise incurs in rural Australia. Further, accusing a fellow parliamentarian [obviously me] of attempting to divide the Government when he represents his constituents' needs and wishes should be seen for what it is—a prevalent political ploy, a pathetic distraction tactic to evade the issue, to disguise the cold hard fact that the Party room policy is again taking precedence over constituents' wishes.

I do not know whether the member for Mitchell feels—

Members interjecting:

The DEPUTY SPEAKER: Order! Members will have the opportunity to respond.

The Hon. FRANK BLEVINS: I do not know whether the member for Mitchell still feels that this is something to laugh at—that people do not have these feelings—but the member for Mitchell wants to sit back there and scathingly say there is no suffering. According to this constituent the suffering is quite extensive.

Mr CAUDELL: I rise on a point of order, Sir: the member for Giles has been misrepresenting what I said to him and misrepresenting my situation.

The DEPUTY SPEAKER: Order! There is no point of order.

The Hon. FRANK BLEVINS: I want to conclude this letter by quoting the final paragraph as follows:

We have been screaming for 20 years that rural South Australia doesn't need or want any daylight saving at all. God forbid that it be extended.

Obviously, there is a very powerful feeling out there in non-metropolitan South Australia that supports my proposition. We have heard the claims from the Premier and other members of the Government that members of the Liberal

Party have a free vote; that they are allowed to follow their conscience on an issue that they feel is important. This issue is treated by members opposite with some levity, particularly those members opposite who live in the leafy glades of Burnside and so on. But it is a serious issue and all I would do is implore particularly non-metropolitan—West Coast, Mid North and South-East—members to vote as their constituents wish, not to do away with daylight saving altogether but to stop the extension of daylight saving, particularly in a year when there is no Adelaide Festival.

This extension will bring us in line with Melbourne, because Melbourne has the Moomba Festival annually. To me that is a deal which the Premier has done and which is possibly of some advantage to Melbourne, although I cannot quite see it, but my constituents do not want to be further disadvantaged by a further three weeks of daylight saving because of the Moomba Festival in Melbourne. They do not want it, and neither do the constituents of most members in this House. It is a very simple measure. Next year when the Adelaide Festival is on, let us have the debate. I will be representing my constituents. If the Parliament decides it is worth the three weeks, fine, but I will oppose it. I urge all members to support the proposition.

Mr BASS secured the adjournment of the debate.

PUBLIC WORKS COMMITTEE: PORT AUGUSTA POLICE COMPLEX

Mr ASHENDEN (Wright): I move:

That the report of the committee on the police complex at Port Augusta be noted.

It is with pleasure that I rise to move the noting of the first report of the Parliamentary Public Works Committee since it has been restructured under the present Government. The first report that the committee has prepared for this Parliament's consideration relates to a new police complex at Port Augusta. Pursuant to section 16(1)(c) of the Parliamentary Committees Act 1991, the Public Works Committee resolved a motion to refer that matter to the committee.

The South Australian Police Department proposes to construct replacement facilities, including cells, for police operations at Port Augusta at an estimated cost of \$5.4 million. This estimate is exclusive of the cost of escalation during construction and the costs of a radio communication tower that will be funded from Police Department budget lines separate to those of the proposed project.

A replacement complex has been listed on the department's forward capital works program for some years. It was brought to a head by the fact that since it was put on the public works program in 1988 a Royal Commission has been conducted into Aboriginal deaths in custody and the transfer of additional police functions to Port Augusta have compounded accommodation problems.

After examination of the proposal, inspection of the site and evidence from witnesses, the committee finds that the proposal is justified and reasonably satisfies the requirements of commercial practice and public accountability. The committee is firmly of the opinion that the existing conditions of the Port Augusta Police Station are well below acceptable standards and recommends urgent attention to upgrade facilities in the manner proposed in the report prepared by the committee.

On 15 August, the Public Works Committee travelled to the site of the proposed project in Port Augusta and committee members met with senior divisional officers, the Police

Department's property manager and SACON's client manager. The committee conducted a comprehensive tour of the existing facilities, the site of the proposed development and buildings in the immediate vicinity that may be affected by the proposed development. The committee concluded from the site visit that the identified need was justified and obvious, and that it is essential that a new police station be provided in Port Augusta. In addition to that, the committee took evidence on two other occasions.

Once this matter was brought forward on the budget lines, the Police Department engaged SACON to undertake a feasibility study to evaluate options for provision of suitable facilities by either redevelopment or replacement. The results of the study conducted by SACON and endorsed by the committee reveal that existing facilities are totally unsuitable for redevelopment and a new site is required.

Port Augusta has developed as a divisional headquarters for all operations in the far north of the State. As such it is required to house specialist police activities including divisional command management, CIB, State emergency services and the highway patrol, as well as community liaison officers and domestic violence resources.

Most importantly, Port Augusta Police Station houses a major detention facility with a need for 24-hour surveillance. It handles more than 2 000 prisoners per year for periods ranging from hours to days. The issue of personal surveillance of prisoners is central to the recommendations of the Royal Commission into Aboriginal Deaths in Custody and is unable to be adequately undertaken within the existing cell structures. Similarly, recommended exercise facilities are not provided in the present building, nor are there suitable visitation rooms or rooms for solicitor and client interviews.

The committee heard further testimony about the inadequacy of existing accommodation and it was demonstrated that the provision of information technology within the existing building and incorporating the nearby leased areas would be prohibitively expensive and inefficient. As a result, the Port Augusta operation suffers from communication problems in terms of handling emergency services and poor functional linkages with other sections of the Police Department.

The SACON feasibility study concluded that redevelopment of the existing small site would require a more expensive building which would be inappropriate for most policing activity and incompatible with surrounding low rise heritage structures. Further, such redevelopment would restrict the future expansion of facilities, a matter to which the committee paid close attention. By moving to the adjacent site, a more efficient and functional complex can be constructed which allows for future expansion, both for the police complex and for the neighbouring court building. In addition, there is the possibility of the redevelopment of the old police building as a commercial site for a related activity, such as legal offices or to be used by other Government agencies.

The committee was most concerned at the distance between the detention cells in the proposed complex and the existing court building. Evidence was given, however, detailing the proposed changes to prisoner transfer between the two buildings. The committee is satisfied that the new system of prisoner transfer will not create any problems or expense additional to that which is presently incurred. This reflects the totally unsatisfactory conditions that presently exist because, even though the police station and the courts are in close proximity at the moment, it is still quite difficult to undertake prisoner transfers. Although they will now be

transferred by vehicle, it will not incur any additional use of personnel resources.

The committee was most concerned in its examination at the possible future redevelopment and wished to ensure that the redevelopment would enable future expansion and growth, should that be needed. The committee was determined to ensure that the siting of the new complex would be compatible with the surrounding buildings and area. The committee was also concerned that the new building may impinge on our Aboriginal heritage sites. At the committee's instigation, inquiries were made of those best able to answer that question, and the committee has been assured by representatives of the Aboriginal community that the new building will not in any way impinge on any sacred or ceremonial sites.

The committee also sought evidence in relation to whether the new complex would comply with the findings of the Royal Commission into Aboriginal Deaths in Custody. The committee is quite satisfied that in fact the proposed building will comply with the requirements of that royal commission. However, the committee is concerned that, after making inquiries in this area, there does not appear to be a central body within either the Police Department or the Department of Aboriginal Affairs which is directly charged with the supervision of the implementation of the findings of the Royal Commissioner's report.

The committee has requested that the project team contact the Department of Aboriginal Affairs in writing to discuss this matter. Although we have been assured that the new building will not impinge on any sacred sites, we have requested also that steps be taken to ensure that there is a central agency to which committees or other organisations can turn to determine whether there is any problem in the area of the sacred sites and the findings of the royal commission.

Additionally, the committee was determined to ensure that the redevelopment would have those involved in the construction project utilising best practice and also to ensure that it complies with the Construction Industry Development Agency (CIDA) recommendations for such projects. The committee has been assured that the CIDA requirements will be well and truly met.

The committee has shown its value in its first investigation in that, when evidence was provided and plans were laid before the committee, committee members were able to find a number of issues of concern. Some of these related to what would have been quite inadequate—and I would even say improper—female shower and changeroom facilities, indicating unfortunately that male chauvinism still exists. Because of the concerns raised by the committee, that matter has been addressed and the plans have been altered, and the new building will have much more suitable shower and changeroom facilities.

Additionally, the committee received assurances from the project team that local artists would be invited to participate in the design and decoration of interior public spaces. The committee is satisfied that the proposed development will use low maintenance materials, is of a design which allows for future expansion (and that was a critical element that the committee addressed on several occasions), and that the office accommodation and internal layout design will be energy efficient as well as efficient in the use of its human resources. The committee is also satisfied that the plans meet all local and State Government and instrumentality requirements in relation to the building and its safety aspects.

There is no doubt that the development of the police complex is absolutely essential. The present building was originally constructed in 1962 and was designed to accommodate only 26 personnel. Since that time there has been a steady growth, and now 80 personnel are crammed into that building or forced to use adjacent—and in some cases not so closely adjacent—properties. The expansion has been temporarily accommodated in relocatable buildings; the entire situation was, as the committee has found, totally unsatisfactory, and there is absolutely no doubt that the redevelopment is essential. The committee is more than satisfied that the needs identified in the proposed works are genuine and that a relocation of the entire facility into a new structure is not only necessary but absolutely advisable.

At this stage I would like to commend the persons who work in the existing facilities, which are totally inadequate and unsatisfactory and which I am certain do not meet occupational health and safety standards, yet those people are providing a tremendous service to the Port Augusta area. I ask that the staff be advised that the committee commends them for putting up with the present facilities.

In conclusion, the Public Works Committee is satisfied that a genuine need exists in the city of Port Augusta to upgrade community policing facilities by the development of a new police complex. The committee is further satisfied that the South Australian Police Department, in conjunction with the Department for Building Management, has designed an appropriate concept to meet this identified need and has given due consideration to costs, design and forward planning, as well as officer, customer and prisoner needs, community expectations, the findings of the Royal Commission into Aboriginal Deaths in Custody and the best practices and processes espoused by the Construction Industry Development Agency. Pursuant to section 12C of the Parliamentary Committees Act, the Public Works Committee unhesitatingly reports to Parliament that it commends the proposed public work.

I wish to commend all members of the committee. If the committee can continue to operate as it did in investigating the Port Augusta police complex, and as it has operated subsequently, there is no doubt that the re-establishment of this committee will prove its worth. The aim of all members of the committee was one: to make sure that steps were taken as quickly as possible to provide the police and others with a desperately needed new facility in Port Augusta. It is absolutely essential that the redevelopment occurs with all speed, and it was the object of all members of the committee to reinforce that point to all involved.

The necessary Ministers have been advised of the committee's request that this matter proceed with all urgency. It is to be regretted that it has taken so long for the redevelopment to reach its present stage. Only one small dark cloud arose in relation to this matter, and it is to be regretted that the Port Augusta council caused considerable inconvenience and some delay to the development of the project, as well as some additional costs. The Port Augusta council indicated that there was a problem and, as a result, the project committee flew to Port Augusta to discuss that problem, only to find that an officer of the council felt that the colour of the bricks, which were red, should be altered to a slightly different red. I believe that for a key issue to be treated in such a petty manner by one officer is unfortunate, and I hope that nothing now gets in the way of ensuring the rapid progress of this redevelopment.

Ms STEVENS (Elizabeth): I rise to speak briefly in support of the member for Wright in relation to this first report of the Public Works Committee on the construction of the police complex at Port Augusta. This is, obviously, the first parliamentary committee on which I have served, and I am finding it an interesting and challenging experience to be involved with a group of people, looking at an area that I have not had a lot to do with but using commonsense and working through problems to come out at the end of the process. Personally, I am enjoying it. I should also like to support the comments of the member for Wright in relation to the way the committee has operated. Because the committee was being reformed after being in abeyance for some time, we spent considerable time discussing the processes and thinking them through, so that we could work together in a constructive and collaborative manner while, at the same time, ensuring that we provided the scrutiny required of us, but to do it in an efficient and effective manner.

I agree with the member for Wright that we have done that and that the committee is working well and effectively. We have built into our structure that we review things in an ongoing way, and there is an atmosphere within that group that allows people to discuss and resolve issues as they occur. In relation to the Port Augusta Police Station, I support all the comments made by the member for Wright. We conducted a very exhaustive investigation in terms of our terms of reference, and the honourable member has covered that more than adequately in his report. I would like to pay tribute to the witnesses who appeared before us on many occasions: their willingness to provide information; their willingness to listen to suggestions; and their willingness to take them up which, as the member for Wright noted, they did on a number of occasions in relation to issues that we raised.

I should also like to say that in doing this I gained a great deal more insight into the operations of the South Australian Police Force, as I believe we all did, and I would like to pay tribute to the work that force is doing in the very difficult job it has. One of the other advantages for the committee is that, in doing the job that we are to do in terms of facilities, we often have the chance to observe efficiencies and inefficiencies in the way operations work within one particular organisation and, perhaps, how they occur between organisations. We did this in terms of the Port Augusta Police Station, where we were able to make some suggestions about how things could be improved between the Police Station and the Port Augusta Gaol. That is not included in our report, but it is a positive spin-off in relation to the way a committee can operate and can then pass on suggestions to other departments for implementation. I will not say any more except, again, to say that I support the report and support the motion.

Mr KERIN (Frome): I will be reasonably brief. I would like to back up the sentiments expressed by the member for Wright and the member for Elizabeth. I, too, find it most interesting and educational to be on this committee. We are finding it a pretty vital function of Government and the way taxpayers' money is spent. It is good to sit on a committee that is indeed bipartisan, and I compliment all members on that, particularly the member for Elizabeth, who is outnumbered in there, although you would not know, as we all contribute. I want to touch briefly on a couple of aspects. First, the current standards at Port Augusta are a disgrace: they are definitely unsafe. The safety of police in regional areas was highlighted a couple of Sundays ago, when there was an incident at the Port Pirie Police Station, where a

prisoner escaped and bashed one of the policewomen. That has been of enormous concern to people in the region, and certainly our inspection of Port Augusta revealed many unsafe situations where similar things could happen. So, the sooner something is done there, the better. We all have enormous respect for the police and, certainly, those I have had to work with in that region deserve much better than they have at present. The proposed station will greatly improve the working conditions and enhance the safety of the police and ancillary staff who work within the complex.

The other issue regarding the development that I would like to mention is the usefulness of having the Public Works Committee look at the project. A couple of changes were suggested, which came about because people with a different perspective examined the proposal. A point of interest to me is the proposal that the new development not preclude the option of any redevelopment of the Port Augusta court being sited alongside the police station.

It is important that this option be kept open as an adjacent siting of the court and the police station would allow significant savings through their ability to share facilities such as cells which meet the standards set by the Royal Commission into Aboriginal Deaths in Custody. Also, the closer the two facilities are would result in considerable savings in police resources. This is one point that was taken up by the committee with those involved. I join the Chairman and the member for Elizabeth in thanking all those who gave evidence to the committee in such a cooperative fashion, particularly those who hosted our visit to Port Augusta. I wish to congratulate both our secretary and our research officer on the report, which they have produced following our deliberations. I take much pleasure in endorsing the report.

Motion carried.

LOTTERY AND GAMING (TWO UP ON ANZAC DAY) AMENDMENT BILL

Adjourned debate on second reading.

(Continued from 8 September. Page 462.)

Mr De LAINE (Price): I support this Bill to legalise the playing of two-up on Anzac Day as introduced by the member for Spence. The Bill seeks to legalise the playing of this extremely fair game on one day of the year, namely, 25 April (Anzac Day). The Bill sets out conditions for the conduct of this activity, and requires persons who play the game to be over 18 years of age. I am not a gambler, but I am not against gambling either. It is true that I opposed the introduction of poker machines in pubs and clubs in South Australia, and I gave my reasons at that time in my speech in this place.

I have no problem with poker machines in the Casino or with gambling at the races, but I was not prepared to support these mindless machines in pubs and clubs on 365 days of the year. I can see nothing wrong with allowing elderly ex-servicemen and women to enjoy playing this traditional Australian game on their special day each year. The sons, daughters and grandchildren of these war veterans can also play two-up if they wish to make a family day out of the one day of the year which they can call their own. Surely this is a small gesture which this Parliament can make in appreciation of the senior citizens who risked their life so long ago in the defence of our great country.

Mr Atkinson: As other Parliaments have done.

Mr De LAINE: Yes; as the honourable member suggests,

other Parliaments have done this. Some Government members have tried to make this proposal out to be a sinister socialist plot to allow graft and corruption to enter the RSL clubs and the like, to corrupt young people. This is a ridiculous assertion. If the legislation allowed two-up to be played in an uncontrolled way, 365 days of the year, I would probably agree with them, but it does not do that. I have much pleasure in strongly supporting the Bill, and I ask all members to consider doing the same.

Mr SCALZI (Hartley): I also rise to support the Bill. I did so last time, and again I find no reason to oppose it. Basically, as I said previously, two-up is part of Australia's tradition and history. Its being allowed on one day out of 365 days a year will not hurt anybody, and it will recognise an Australian tradition. As a former history teacher, I can see the value of this. To argue that it will encourage gambling, affect families and so on is ridiculous. It is like trying to pick up the crumbs and throw away the loaves. We have been baking gambling loaves for a long time and, to assert that supporting this Bill on one day of the year will have a dramatic effect on gambling, break down families, and so on, is way off course.

Had I been here when that legislation was debated, I would not have supported the introduction of poker machines. I have said that previously, and I stand by that. However, I do not see that this Bill in any way encourages people to continue to gamble. Two-up is an Australian tradition. As members have said, it is a way of recognising the people who fought for Australia. To give them one day of the year to pursue this tradition will not in any way cause any problems—it will simply recognise that tradition. For those reasons, I support the Bill.

Mr CONDOUS (Colton): I also rise to support the Bill, and I supported it when it was before the House previously. For far too long we have done away with certain things within our community and way of life that have been traditions in this country for many years—in fact, just about from when Australia was first settled. Also, one has to have an enormous amount of pride in the men and women who, over two world wars and many other wars, left this country to fight to give us the quality of life and freedom and democracy that we enjoy today. During those horrific wars, thousands of Australian men and women gave their life for that.

We have a public holiday on Anzac Day to commemorate that and to remember those people who gave their life for the freedom that we enjoy, so it would also be sensible at least to enjoy a traditional game of two-up, which has been part of our Australian way of life and which should be recognised. Young people under the age of 18 years should not get involved in it, but they should be able to ask and be told how the traditions, roots and history of the game originated.

I can see nothing wrong in allowing RSL clubs and people right across the country on this one day of the year to be able to enjoy a game of two-up. We know that it probably goes on already in the RSL clubs, but why allow something to go on which is illegal and for which people can be prosecuted? It takes only one person to lodge a complaint and the police, who normally probably show a blind eye, would have to prosecute because there has been a complaint from a member of the public. Let us make it legitimate; let the old diggers and those who have fought in any war go to their RSL clubs and get involved in a game of two-up on Anzac Day. It is a part of Australia and it is part of the Australian way of life. Let us give men and women the opportunity to indulge in a

little bit of fun without this ridiculous 1890s mentality of debating whether we allow a great traditional game to be carried on. So, I support the Bill.

Mr KERIN (Frome): I would find it very hypocritical not to allow two-up on this one day of the year when, as the member for Price pointed out, we allow mindless machines to operate 365 days of the year. Governments have to be aware of the fact that we have given ourselves every opportunity to gain from gambling. Consequently, over the years new Bills have been passed from which the Government gains without much view of some of the consequences. Indeed, one thing that I find hard to come to terms with is the enormous amount of dollars which Government bodies spend on the advertising of gambling, such as the Casino, the TAB and that silly little dog advertising lottery products. I find that practice very questionable. I voted for the change before, and I support the member for Spence in relation to this Bill.

Mr BECKER (Peake): What a disappointment it is that some of my colleagues have fallen for the old three-card trick in relation to two-up. It is referred to as the great Australian game, but two-up is the great Australian con. It always has been and always will be; it always involves a few blokes trying to rip off their mates at a time of weakness. If anyone tells you that is the great Australian sporting habit, I would be amazed. Whilst I did all I could to encourage poker machines for licensed clubs and to support the Casino—and I believe we should have had poker machines earlier—two-up is something which I have known and which I grew up with in the country, and quite frankly I would never legalise it. There is no call for it. Nobody has written to me or has telephoned my electorate office—

Mr Atkinson interjecting:

Mr BECKER: We know that the member for Spence can get his little friends to write all sorts of things, but I do not take any notice of that because I know where they come from; it is all the same language. The Croydon RSL club has not written to me, so I would say to the honourable member who introduced this legislation that, when he rides his pushbike over there next time, he should make sure he bolts it to the wall.

Mr Atkinson interjecting:

The DEPUTY SPEAKER: Order! The member for Spence has repeatedly insisted that this matter should be a matter of conscience, yet he interjects when someone is expressing a conscientious point of view. I ask the member to refrain, and to leave his personal opinions until the appropriate time, given that he has the right of reply.

Mr BECKER: There were no calls, petitions or approaches to me by any one individual or organisation asking for the legalisation of two-up. That indicates to me that there is very little interest in the issue. We know it goes on. The authorities know that it goes on but they do not run around harassing anybody, although they will act if they receive complaints. Over the years complaints have been made (and I have had complaints over the past 25 years) when someone suspected that there was something untoward about a game of two-up, with somebody leaning on a participant or somebody losing a lot of money and not paying back their debts, the result being a scuffle or other problems. That was when the authorities became involved. Those sorts of incidents seem to be occurring less frequently. I do not see why the Parliament should pass legislation for anything and everything when there is no public outcry in relation to this form of gambling.

In retrospect, I have always said that we should have a financial or social impact statement on various legislation, and the time has arrived when we should look at an impact statement on gambling in South Australia. The introduction of poker machines was badly timed, yet I advocated poker machines for many years. When the Bill was finally passed in Parliament after much debate and many hassles, we found that mistakes had been made in the process. The timing was very poor. We continually put temptation and demands into the community in relation to gambling. I now take a much stronger stand on increased gambling activity.

No matter what I did in the past or what I will do in the future, the member for Spence should now accept that the economy in South Australia is very finely balanced. He should go out door knocking and talk to small businesses in his electorate. He should pop down to his local RSL club and ask the club how it is going as far as turnover is concerned, because since the introduction of poker machines the general feedback in my part of town has been that small operators have lost between 18 and 20 per cent of business. Whilst I do not see a huge rush for the introduction of two-up all over the place, no-one can estimate what might happen if it is legalised: all sorts of two-up schools might suddenly be introduced and encouraged.

Mr Atkinson interjecting:

Mr BECKER: When we debated the poker machine legislation, I for one did not foresee that all the pubs would advertise and offer dollar for dollar—\$5 voucher schemes. The pubs say, 'Come in and buy \$5 worth of coins and we will give you \$5.' They are already advertising—

Mr Atkinson: You voted for it; I didn't.

Mr BECKER: What does it have to do with the price of fish whether I voted for this, that or anything else? I am talking about the current debate concerning two-up. There is no benefit in increasing the level of gambling in the community from the present situation. We have made mistakes in the past: if any member of Parliament thinks that mistakes have not been made, they are a fool. Let us make sure that we do not continue to make mistakes. If we are to increase the opportunities for gambling, we should not do it all at once. We must consider whether the public can or cannot afford it.

It is my experience, having been brought up in a small country hotel because my parents were farmers and hoteliers, that the problems revolve around alcohol. I am not a wowser: I like my beer the same as anybody else. But when alcohol is involved with the game of two-up, conflicts occur. We do not have the call to increase or encourage this or any other type of gambling in South Australia. I would say to the honourable member, and to any other member who believes that we should introduce and legalise this form of gambling, that they are being misguided and misled, because there is not the demand within the community.

Mr Atkinson interjecting:

Mr BECKER: I challenge all members. Where are the petition forms, the letters and the demands?

Mr Atkinson interjecting:

Mr BECKER: I am not worried about one or two people: you will need a couple of hundred thousand. It is a pity that we do not have citizen initiated referendums, because then I would challenge the member for Spence to come up with a petition signed by 200 000 people saying that they want this form of gambling introduced.

Mr Atkinson interjecting:

Mr BECKER: One of my uncles was a member of the Rats of Tobruk.

Mr Atkinson interjecting:

Mr BECKER: Well, they have not written to me. One of my uncles was a member of the rats of Tobruk, so do not go throwing around anything and everything to try to prop up one of the most pathetic debates I have ever heard in this House over the years. The honourable member is in real strife when he has to come up with this type of legislation. We should be doing all we can to encourage business and enterprise to create jobs in this State. Think of the tens of thousands of people who are out of work and who are living below the poverty line. This will not do a damn thing for them; it will not help them one iota. Think of the people in your electorate and the unemployed in my electorate—25 per cent. This will not create one job for them; this will not feed them; this will not help the starving; and this will not help the disadvantaged. The honourable member should be concerned about doing something for the people of his electorate instead of thinking of a few people who go to the pub, have a bit of a swill and then decide to rip a few quid off their own mates.

Mr MEIER secured the adjournment of the debate.

ADELAIDE AIRPORT

Mr LEWIS (Ridley): I move:

That this House commends the Government and particularly the Minister for Transport, the Minister for Tourism and the Minister for Industry, Manufacturing, Small Business and Regional Development for the steps they have taken to publicly press the Federal Government to increase the amount of money available to the Federal Airports Corporation to extend the operational facilities at Adelaide Airport to accommodate a greater number of interstate and international flights forthwith and calls on the Federal Government to take immediate action to rectify the situation without further cost to or discrimination against South Australians.

If ever there was an issue over which South Australia has been constantly done in the eye since the Second World War and which has had a more detrimental consequence for our economic development, especially in the current climate, it is the issue embraced and addressed in this motion. I need to explain those remarks further by pointing out that it was considered in the first instance by Menzies Government Ministers, as was the case by the War Cabinet of Labor Prime Ministers before him, that Australia needed to establish airports with international facilities, such as they were in those days, at those points on the coast where they had greatest relevance for defence.

Of course, that meant that Sydney had to have an international airport, and it was duly established as such. Perth had to have one and was also established accordingly. For service reasons and to accommodate service aircraft, at the same time Darwin was also established. And, because of jealousies between Sydney and Melbourne, and, I guess, in no small measure, the fact that a significant number of more senior Ministers in the Menzies' Government came from Melbourne, it, too, had to have an international airport. Taxpayers of Australia then financed directly from general revenue in each of the budgets that came along during the 1950s and 1960s the establishment and upgrading of those facilities in the locations to which I have referred.

Meanwhile, the canny Sir Thomas Playford in South Australia had selected a site which was otherwise a problem to the Government, in that it was wetland, undulating in terrain, at little more than sea level, in the area where the airport now stands. It developed that location as an airport because of the belief that international flights, in no small measure, would probably be made not only by terrestrial

aircraft but also by amphibious aircraft—the Catalinas, for instance. West Beach, as we know it, was well located, in terms of its elevation and proximity to the sea, to be developed in that way.

The Patawalonga in its current location, of course, clearly indicates that the height of the runways and tarmacs is not all that much above highest spring tide level and it would have been very easy then for us to have established an adjacent landing and take off lagoon with no superior facility anywhere in Australia. Because, it would have been sheltered from wave action, although not detrimentally isolated from seawater, it would not therefore have cost very much to maintain it.

Continuing on from that point then, we constantly find that the Eastern States—members of Parliament lobbied the respective Governments from that time to this to continue spending taxpayer dollars, paid for by companies and citizens in South Australia as much as anywhere else, on a per capita basis—continued to develop and improve those facilities there, particularly in Melbourne and Sydney. But then, Brisbane, Coolangatta and Cairns got into the act because of the interest being taken in the development of tourism facilities in those areas and the desire which overseas visitors had to visit the Great Barrier Reef—knowledge about it having first become widely known internationally in consequence of the large number of American troops who were based in coastal towns in Queensland, particularly Cairns.

Most of our international tourists were coming from America until the economies of Germany and other parts of Europe began to pick up and levels of prosperity facilitated the overseas travel of much greater numbers of people than was previously possible from those countries to see Australia—to see those things about which they had heard and so on. So, we find ourselves confronted with this self-fulfilling prophesy, the argument being that the international tourists land in Sydney to see the Opera House and the bridge; they land in Queensland to see the Great Barrier Reef; and they travel from either of those locations to see Ayers Rock and then go home.

Melbourne, of course, says that it is the centre of commerce and that overseas business people must go to Melbourne. They say that, anyway, it is a pleasant place, that it has the Moomba Festival and that it is the headquarters of the AFL (that is hegemony, if there ever was an example of it anywhere on earth). In their own bigoted insularity they completely ignored the quite reasonable pleas being made by South Australia for a fair go. Our airport facilities were largely neglected.

Equally, because those travellers were coming into the airports in the locations to which I have just referred (and earlier I mentioned Perth), the Australian Tourism Commission, as it is now known, spending Australian taxpayers' dollars overseas and promoting tourism, pursued that self-fulfilling prophetic line of promoting those places to which tourists already went and left South Australia ignored once more, even though we have unique, interesting and indeed desirable places to visit along with a much more pleasant climate and ambience than have the polluted waters and atmosphere of Sydney or Melbourne. This State should long ago have been put much higher on the agenda as a destination for tourists.

Now Labor Governments have expended the moneys they have received in South Australia promoting and developing welfare rather than the means by which we create the necessary wealth. They have sunk money in recurrent

expenditure rather than in infrastructure or using any of it to get leverage. Their focus was not on developing tourism until more recent times, and even then it was pathetic. We have only to look at the record of the current Leader to discover the mess he made. When you compare what he said he was doing with what he did during his time as Minister, one immediately discovers those anomalies.

It is now high time that the South Australian economy in the regional context was given the chance to develop in the fashion in which it should have been able to develop previously. The main thrust of that development is exporting goods that are produced here, and whether they come from primary industry or are value added perishables is immaterial. We must have facilities that enable us to get our goods out of South Australia to the market place at costs that are competitive not only with those of interstate producers but also, more particularly, with those of international producers. If we are not cost competitive, we are sunk. As our technology is equal, if not superior, to the best in the world—as is our reliability to supply oysters, tuna, cut flowers and strawberries the best—we can deliver as we have less adverse impact from weather conditions in being able to harvest, package and prepare for shipment those items to which I have referred (and dozens of others accordingly). Our position in this respect is better than, or at least equal to, that of any Eastern States' production situation, and equally so with Western Australia. The seasons over which we can produce them are extended over and above what is possible in any other location in Australia.

So, it is in the national interest that we are given the facilities that will ensure that we are able to meet those markets and supply that demand from South Australia. It means that overseas buyers will find us more reliable suppliers and come here to buy from the Australian industry, albeit located in South Australia. The spin-offs to other producers in other regional locations will be enhanced in terms of demand for what they can produce to augment what we will be able to supply through our production. It goes without saying then that the money—all the capital required for the \$40 million runway extension and the \$49 million to give us a meagre two aero bridges—ought to be found by the Federal Government. The same kinds of facilities in greater quantity and greater measure have been provided from that source for all other airports, and it is only fair that South Australia receives the same kind of consideration.

The Commonwealth urgently needs to clarify the extent of its funding support so that we in South Australia, the gutsy get up and go group of Ministers that we now have, who are really doing something for this State, to enhance its prospects of reducing unemployment and improving social welfare through the creation of that wealth, know with certainty that they can get on with discussions with potential investors confident about the provision of infrastructure facilities, maintenance and management in the future.

Why the Federal Government does not say that is beyond me. I do not know. It is immoral on its part to ignore in this way the needs of Australians living here. There is absolutely no justification for that. I guess it is just that we have a Prime Minister who has spent more time making an art form out of invective and abuse in Parliament than in dealing with the real problems of this country, and more time fiddling with the edges than addressing these problems. South Australia needs to be certain of that so that Adelaide International Airport can be developed to the point to meet just our immediate needs.

We need to be able to get on with the study to devise a strategy to maximise the airport's contribution to the State's economic development in the short term and for the foreseeable future. It struck me as quaint that the current Leader of the Opposition was willing to accept a deal that did not provide us with the minimum quantities of money necessary for that infrastructure, the extension by 500 metres of the runway across Tapleys Hill Road and redigging the Patawalonga trench, and also the \$49 million we need for an aero bridge. The \$37 million proposed recently by the Federal Airports Corporation for the extension of the runway using the road diversion option is not enough and it is less than the \$39.5 million that the Premier sought from the Commonwealth earlier this year. For us to have accepted that, albeit through an arrangement with the Leader of the Opposition and the Prime Minister and therefore not formally, was bad news. The State already is up for \$20.5 million and the total cost of the two upgrades is \$89 million altogether.

If we do not do that we will deserve the kind of ignominious contempt with which history will treat us in this place and, therefore, I urge all members to support this motion and send a message to Canberra, regardless of who is in Government over the next three to five years. We seek a fair go for South Australia and it is time that we as a Parliament stood up for the State and told the Federal Government to do its duty and not ignore the legitimate needs and benefits that will accrue for tourism, other exports from South Australia and the people who choose to live here.

Mr ATKINSON secured the adjournment of the debate.

FREEMAN, MS CATHY

Mr CLARKE (Deputy Leader of the Opposition): I move:

That this House congratulates Ms Cathy Freeman for her outstanding gold medal win in the women's 400 metres race at the 1994 Commonwealth Games and on being the first Aboriginal athlete to win a gold medal and supports her right to publicly display pride in her aboriginality by carrying both the Aboriginal and Australian flags in her victory lap of honour as a symbol of a major step towards reconciliation between black and white Australians.

My motion recognises the efforts of an outstanding Australian of Aboriginal descent, Ms Cathy Freeman, who we all know performed so magnificently at the recent Commonwealth Games in Canada. As the House will be aware, there was some controversy at the time of her first victory. My motion was drafted when Ms Freeman won her first gold medal in the 400 metres, but she subsequently went on to distinguish herself in the 200 metres by achieving the gold medal there. The controversy erupted when Cathy Freeman ran a lap of honour with both the Australian and Aboriginal flags.

There were some in our community, fortunately very few as it turned out, who were aghast at the sight of the Aboriginal flag and who believed that it cast a slur on our country. Rather than its being a slur or a slight on us as a nation, indeed it was a most moving and symbolic act on the part of Ms Freeman with respect to reconciliation between black and white Australians. That was testified to by the overwhelming response that the ordinary citizens in the street throughout this country—right across the political spectrum—gave Ms Freeman while she was in Canada and upon her return to Australia, with letters of congratulation, lettergrams, faxes and so forth supporting what she did. The outstanding athletic feats performed by Ms Freeman on their

own in the 400 metre and in the 200 metre races would be outstanding for any athlete, but what makes them particularly useful is that Ms Freeman, being of Aboriginal descent, was able to act as an excellent role model with respect to other Australians and in particular to other young Aboriginals in aspiring to perform well. She is a perfect role model and one in whom we can all take pride.

I do not think I need to take a great deal of the time of the House in this matter, because I believe the motion speaks for itself. I know that on the day I gave notice of it in the House all members warmly received it. Our support and the community support for Ms Freeman has been overwhelmingly demonstrated since her return from Canada. Having attended a number of the functions at a recent meeting of the Council for Aboriginal Reconciliation in Australia about a month ago, I think it provided impetus here in South Australia. It was very timely that Ms Freeman's victories in the 200 and 400 metre races, coupled with the spontaneous carrying of the Aboriginal and Australian flags in the lap of honour, all occurred at about the time when the Council for Aboriginal Reconciliation was meeting in Adelaide, giving testimony to the very real steps that are being taken across the board towards trying to bridge the gap that has existed between the Europeans and Aboriginals in Australia.

The climate is right with respect to reconciliation. We have had the Commonwealth Native Title Act. As I was advised by the Attorney-General recently, we will soon be seeing the Government's response with respect to native title in South Australia. Over the past two decades or more we have been fortunate in this State to have had a bipartisan approach in this Parliament with respect to Aboriginal issues and race matters generally. This is to the credit of all South Australians and this Parliament. It applied in terms of Aboriginal land rights. The passage of that legislation—the Pitjantjatjara Land Rights Act in 1981 and the Maralinga Tjarutja Land Rights Act in 1986—had bipartisan support. With those few words but without understating the importance of the motion, I urge its unanimous acceptance in this House.

Ms GREIG (Reynell): I would also like to support our friend on the other side for his words about Cathy Freeman. Like him, I was particularly proud of what she did for Australia, for indigenous people and for the team. I congratulate her on her outstanding gold medal wins; she swept through the 200 metre and 400 metre double and returned home with Australian record times in both events.

In Canada, Cathy justified the media's attention, making the remarkable transition from high profile athlete to superstar, now ranked second in the world in the 400 metre event. She has been touted as Australia's greatest sports-person, alongside world champion swimmer Kieren Perkins. I believe that we can only praise Cathy's performance at the games. She has every reason to take pride in her heritage and, like many, I believe that she deserves special praise for her achievements, and it will help in the reconciliation of all Australians.

I would like to conclude with a special acknowledgment to our Commonwealth Games team as a whole. The Australian athletes won a total of 182 medals, including 87 gold—the most won by any nation in the history of the Commonwealth Games. I think we should also especially mention the fact that it was the most multicultural team that Australia has ever sent to the games.

Motion carried.

ADELAIDE QUIT LIGHTNING

Ms GREIG (Reynell): I move:

That this House congratulates Adelaide Quit Lightning on its outstanding performance in winning the 1994 National Women's Basketball League Premiership.

In moving this motion I do not think that I have to mention twice the efforts of the Adelaide Quit Lightning team. We are all aware of how well it performed and we were all there behind it.

Adelaide Lightning won the grand final at the Powerhouse on Saturday 17 September 1994 by defeating the Melbourne Tigers in double overtime with a final score of 84 to 77. It was an intense struggle reported as one of the best games witnessed at the Powerhouse, with a wonderful team effort being rewarded by victory.

Captain Rachael Sporn should be singled out for special congratulations for her effort in scoring a team-high 22 points. She was named in the league all-star five following the game as recognition for her outstanding performance during the year. She was also a vital member of the Australian Opals team, which performed so well in the Oz 94 World Championships in Adelaide and Sydney earlier this year. Michelle Brogan, Adelaide Lightning's second member of the Australian Opals, unfortunately missed the grand final due to a knee injury sustained earlier in the season.

The premiership win capped off a successful season for the Lightnings, in which they lost only two games. It was only the team's second year in the competition, having finished third in 1993. The performance of the Lightnings capitalises on the success of the world championships in Adelaide and raises the profile of women's basketball in South Australia. It is another milestone in the development of women's sport in this State to add to the impressive list of women's performances in recent times. That includes having the two best netball club teams in the strongest netball nation in the world; providing 25 per cent of the world champion Australian women's hockey team; the medal winning performances of Rebecca Stoye, Kathy Sambell and Sarah Ryan at the recent Commonwealth Games; Amy Safe's winning consecutive gold medals at the World Junior Rowing Championships; and Libby Kosmala's setting the world record at the World Shooting Championships for the Disabled.

The Minister for Recreation, Sport and Racing will be hosting a Government reception to honour the Lightnings on Friday 14 October 1994. The Lightning premiership is yet another performance of which every South Australian should be proud and one which will hopefully help women's sport to gain the recognition it deserves, particularly in the media.

Mrs GERAGHTY (Torrens): I am also very pleased to support this motion. Winning the premiership shows the complete dedication and commitment of all the team players. As the honourable member opposite has already said, it was a power-packed game and players gave their very best. It is true that performances such as this go a long way towards recognition of women's sport. I am delighted to support the motion.

Motion carried.

ELECTORAL BOUNDARIES

Adjourned debate on motion of Mr Atkinson:

That this House advise the Electoral Districts Boundaries Commission that its policy for naming State Districts should give

priority to city, town and district names ahead of the names of deceased South Australians.

(Continued from 25 August. Page 318.)

Mr BRINDAL (Unley): I listened closely, as I am sure did other members on both sides of the House, to the contribution of the member for Spence in moving this motion, and I will follow this debate with some interest. Like many members of the House, I do not have a view fixed in stone, and certainly many of the arguments put forward by the member for Spence in proposing this measure were quite sensible. In the time that has elapsed between the motion's introduction and now, the Boundaries Commission has delivered its interim report, and it is heartening to all sitting members of the House that the names of existing seats have, within reasonable bounds, been retained, except where there have been massive changes, and I know that your district, Sir, is a case where that is not the rule.

The historic perspective of this House is very important. I know that people follow the debates in Parliament, not just in this Parliament but in years past and will do so in years to come. It has always struck me as being very hard for any scholar of the Parliament to look up an old *Hansard* and say, 'That was a good contribution of the member for Ross Smith', for example, but questions then follow: Where was Ross Smith? What sort of electorate was it? What sort of people was this member representing? What was his political Party? You could always find out the political Party. If it involved the member for Eyre, most people roughly have a concept of where Eyre would be: there is the Eyre Peninsula. I know that that is not quite correct, but as soon as 'Eyre' is mentioned people at least know where Eyre would be in South Australia.

The minute the District of Adelaide is mentioned, people know where the centre of that seat must be, and the same applies to Norwood and Unley. They are old and historic seats and, although the commission has changed many electorate names, it has never changed those names. I came in here as the member for Hayward. That seat came and went in about two elections and was based fairly loosely on the old seat of Brighton. I put to members that, if in 20 years time somebody read that I was either the member for Marion or the member for Brighton, they might know where I was from and whom I represented, and perhaps if they knew something of the socio-economics of the State in the 1990s they would know the sort of constituency I represented.

I see the member for Price; he is proud to be the member for Price, but everybody would be much more aware of his constituency if he were known as the member for Port Adelaide, because that is what he is. That is what he has always been since I have known him. He represents a particular constituency and does so very well. I am sure that Mr De Laine would tell us that they are a unique group of people in Port Adelaide who need a unique sort of service. The same applies to the member for Hart. Who knows where Hart is? However, everybody knows where Semaphore is. Everybody knows the distinct characteristics of Semaphore—a peninsula, an isolated part of the city, in comparison with the central metropolitan area.

I am saying that there is much to commend the motion of the member for Spence. I have not yet considered it fully; I do not know whether anyone on this side of the House has considered it fully, but in discussions with many of my colleagues there is sympathy on both sides of the House for the proposition that the people of South Australia deserve, as

fully as possible, to understand the system. It is very confusing. Every one of us knows this. When doorknocking you spend some minutes answering the question, 'Which electorate are we in?' There is confusion between State and Federal seats. Sometimes there will be confusion between State seats, and there is often confusion between the names of the seats because of the name changes or the boundary changes between elections. If ever there was an area where that was very obvious it was my old electorate of Hayward because, unfortunately, Hayward seemed to be at the tectonic plates of electoral redistribution. They would start at Semaphore and at other areas and it was in the area around Marion where it all seemed to come together and everything seemed to be restretched and redrawn all the time. Hugh Hudson had cause to notice, as did June Appleby and John Mathwin.

The Chairman of Committees is in the House at the moment. The Hon. Mr Allison, for example, will always be, in my mind's eye at least, the member for Mount Gambier. They can call it Gordon, they can call it anything they like, but the Hon. Mr Allison is quintessentially the member for Mount Gambier. They can give him bits outside, and they can stretch it, push it, and do all sorts of things, but his whole career in this House has been as the member for Mount Gambier. That is the essence of the member for Spence's debate. People have a right to know and understand who represents them and where they belong in electoral terms. Scholars of parliamentary history have a right to easily understand the context in which all of us make our speeches, because we are all representatives of groups, and they need to understand which groups we represent, and it can be done—

Mr Clarke: Cave-dwellers.

Mr BRINDAL: Mr Speaker, I note that the member for Ross Smith calls the electors of Unley cave-dwellers. I am quite sure that the previous member for Gilles, a number of Federal ALP Ministers and a number of high-flying people in his Party will be most interested to read his comments. I hope for his sake they are not members of his faction or he might suffer for that remark. I have a slight semantic problem with the member for Spence's motion, and perhaps we might be able to come up with an amendment to the wording concerning use of the names of dead South Australians. I point out, in a slightly semantic way, that many of our best known place names in South Australia are in fact the names of dead South Australians, such as Light and Eyre.

Many places in South Australia could easily adopt an electorate district name which identifies the district and which is the name of the dead South Australian. It is just the wording, but I believe the House knows the spirit of this motion. I will follow the debate very carefully. I am quite sure that all our colleagues in here will also do so, because it is not a Party political thing: it is about good Government, about open Government, about letting people know who we are and what we stand for, and I think it has a lot of common-sense. If sometimes this House can show a little bit of leadership to the Boundaries Commission or the Electoral Commission I do not think that is amiss, because, after all, we are the ones elected to represent the people and, if we have an opinion on matters such as this, that opinion should be heard in any forum in this State. Therefore, without being unequivocal, I am inclined at this stage to support the motion, and I commend its further serious consideration to the House.

Mr De LAINE (Price): I strongly support this motion

moved by the member for Spence. Much of what I was going to say has been covered very adequately by the member for Unley. However, I would like to make a few points. One point that the honourable member canvassed was that many geographical names in South Australia have been named after prominent South Australian citizens, most of whom are now deceased, so the names of these well-known people are perpetuated, anyway.

However, while most South Australians would recognise the names of these people, quite often they do not know the location of the area in question. A specific example, as the member for Unley noted, is my electorate of Price. I am very proud to have that electorate named after Thomas Price, the first South Australian Labor Premier. However, continually, even within my electorate, people say, 'The member for Price: where's that?' Immediately I say, 'Port Adelaide', and they have it. Originally, my electorate was called Port Adelaide but, back in the early 1960s when the Semaphore electorate (which is now Hart) was split away from Port Adelaide, the Electoral Commissioners decided to rename the remaining part of the electorate Price, to avoid confusion with the Federal seat of Port Adelaide. However, we are not consistent in that regard, because today we still have the Federal and State seats of Adelaide, and this situation also applies in other States. It does cause confusion, as the member for Unley has noted, and this could be avoided.

I was on the Woodville Council some years ago, and the wards within that city were called Woodville Ward, West Croydon Ward, Cheltenham Ward and so on, which I believe is still the case. Some councils, however, such as Port Adelaide Council, went from geographical names some years ago to an interim stage of calling the wards Centre Ward, West Ward, South Ward, East Ward, and so on. This still gave an indication of the location of those areas, so it was not too bad but, since that time, the Port Adelaide council has gone a step further and now the wards are known as ward No. 1, No. 2, No. 3 and so on, which gives no indication whatsoever of where those areas are.

I support this motion and think that, as I said, the names of many well known deceased South Australians are already perpetuated in the names of the areas, and I would certainly support the motion to advise the Electoral Districts Boundaries Commission to revert to geographical names rather than purely names of deceased South Australians.

Mr MEIER secured the adjournment of the debate.

[Sitting suspended from 12.40 to 2 p.m.]

POLICE POWERS

A petition signed by 103 residents of South Australia requesting that the House urge the Government to amend section 75a of the Summary Offences Act to allow police to obtain and verify a person's bona fides without having to suspect an offence has been, is being, or is about to be, committed was presented by Mr Caudell.

Petition received.

PAPERS TABLED

The following papers were laid on the table:
By the Minister for Health (Hon. M.H. Armitage)—
Dental Board of South Australia—Report, 1993-94

Medical Board of South Australia—Report, 1993-94
 Pharmacy Board of South Australia—Report, 1993-94.
 By the Minister for Tourism (Hon. G.A. Ingerson)—
 Ministerial statement and report—Review of South
 Australia's Recreation and Jetties. Field Survey and
 Refurbishment Estimates.

QUESTION TIME

MODBURY HOSPITAL

The Hon. M.D. RANN (Leader of the Opposition): As the Government is yet to announce the transfer of Modbury Hospital to a private operator and given public concern for the maintenance of high quality and accessible hospital services, will the Minister for Health support the establishment of a select committee of Parliament to examine all aspects of the proposal including costs and benefits to the public resulting from any transfer, the benchmarks used to determine any possible change in the standards of health care and the methods by which Parliament can ensure scrutiny of the expenditure of public funds in the provision of health services following the proposed privatisation?

The Hon. M.H. ARMITAGE: May I formally congratulate the Leader of the Opposition on his ascension to his lofty position. I am delighted to congratulate him, and the member for Ross Smith as the Deputy Leader of the Opposition, because they both live in my electorate and it is always a thrill to see people from Adelaide doing well. In fact, I am particularly lucky because I represent a number of members of the Opposition in this Chamber and the Federal Government—Mr Peter Duncan, the member for Makin and a number of past members; the former Premier; the former Leader of the Opposition in the Upper House; and the former Minister of Health. It is a great electorate, and from the way in which my margin is going I think a number of them must have voted for me.

The matter of Modbury Hospital is one which I have addressed on a number of occasions, and I am only too delighted to continue to do so. Regarding the provision of information to people, I have had a number of meetings with the Coalition for Better Health, which has a broad based constituency. It continues to tell me that it is broadly based. Indeed, I have a meeting scheduled with that body for next Thursday, and I am confident that Modbury Hospital will be one of the matters that we will discuss.

Under the guidelines of the contestability policy, I have offered the Coalition for Better Health any information which will assist it to provide an alternative bid in respect of services for public patients at Modbury Hospital. I have done that on the basis that this Government has absolutely no ideological hidebound attitude as to who provides the services. As a Government, the only thing that we are insistent upon is that the services provided are of extremely high quality and that they are provided cost effectively.

As has happened in areas such as Mount Gambier, if the present workers and staff are able to undercut any bid from the private sector, this Government will enthusiastically embrace that bid. However, I am disappointed to say that, despite considerable heat being generated by the Coalition for Better Health and despite the provision of staff from the Health Commission to give it the information it might require to present us with an alternative bid, no alternative bid has been forthcoming.

Members interjecting:

The Hon. M.H. ARMITAGE: I am coming to that. So, it would seem to me that the Coalition for Better Health (which, I repeat, is a broad based group) has had every opportunity to obtain information from us and to provide us with an alternative bid. I have been an enthusiastic supporter of the provision of that information. As far as the select committee goes, I would have thought that that was totally and utterly irrelevant in this matter, because we have a Public Works Standing Committee. The Leader of the Opposition seems to have forgotten that we have a formally constituted body of the Parliament on which his Party has representation and which looks at public expenditure over \$4 million. So, there is absolutely no doubt that, if that were to occur, we would be happy to see it.

EMPLOYMENT

Mr ROSSI (Lee): Can the Minister for Employment, Training and Further Education provide the latest information regarding employment figures and trends in South Australia?

The Hon. R.B. SUCH: I thank the member for Lee for his question because, once again, we have some good news for South Australia. Full-time employment rose in September by 2 100, bringing to 16 200 the number of full-time positions created since January, which is a good achievement.

Members interjecting:

The Hon. R.B. SUCH: Full-time employment has risen. The participation rate is steady, which reflects confidence in the community, and these figures follow substantial increases in the number of job advertisements in the month of September. In fact, South Australia recorded the highest job advertisement rate since November 1990, which is a very significant indicator, showing that companies wish to employ. The DEET skilled vacancy survey for September indicated a rise of 57 per cent over September last year—another very positive indicator.

Youth unemployment fell slightly in September, and that is the area that we as a Government are seeking to address vigorously not only through our traineeship program but through seeking Commonwealth funding to target a significant number of young people who are currently missing out on employment and training opportunities. Shortly, I will announce details that will focus on young people in the northern, western and southern suburbs, and the problem is also very severe in country areas. As a Government, we are not prepared to sit back and allow this situation to continue—a situation we inherited from the former Government—where in excess of 30 per cent of our 15 to 19 year olds are unemployed. We want to make sure those young people have opportunities, and I am vigorously pursuing that at the moment in conjunction with the Commonwealth Government so we can give all our young people positive opportunities. The figures for September are encouraging. All the trends are in the right direction and, once we see Motorola, Australis and EDS fully established in South Australia, we will see significant job growth to follow on from the significant figures of last month.

HEALTH FUNDING

Ms STEVENS (Elizabeth): Does the Minister for Health stand by his statement that whether nurses deserved a pay increase was irrelevant? If so, does this mean that the Minister rejects the concept of enterprise bargaining, and will

the Minister fund all future wage increases by cutting health services? On 5 October the *Advertiser* reported the Minister as saying that hospitals would have to absorb the cost of the \$8 pay increase won by nurses or be forced to cut jobs. The article went on to say:

Doctor Armitage said whether nurses deserved the pay increase was irrelevant.

The Hon. M.H. ARMITAGE: I do stand by that statement because, in the context of paying the \$8 increase awarded to the nurses via the national wage case, whether or not the Government believed it was appropriate was irrelevant. It had to be paid: it was as simple as that. The matter of the worth or otherwise of the job that nurses were doing in the context of the Government's finding the money was irrelevant. However, what I would love to put on record again—if the member for Elizabeth will excuse my being a bit of a cracked record on this—is that, in general, the nurses and professional staff in the hospitals in Adelaide and South Australia do a fantastic job. They are dedicated, professional, highly skilled people who do their darnedest under difficult circumstances for their patients. I have always said that. I have never said anything other than that. The fact that nurses have an \$8 a week pay increase for their sake is terrific. They deserve every accolade they get. But from the point of view of the Government—and I was asked by the media whether or not the Government believed it was relevant in relation to the payment of the award—it was clearly irrelevant, because the national wage case had determined it would be paid.

WILLUNGA BASIN

Mr BROKENSHIRE (Mawson): Will the Premier explain the significance of two studies he released this morning in the Mawson electorate for the future development of the Willunga Basin?

The Hon. DEAN BROWN: I was in the Willunga Basin area this morning with the members for Mawson and Kaurua and members of the Willunga council for the release of two significant studies. The first is the urban form study, which sets down guidelines for planning, and the other is the water resources study, which will make sure that additional water is available so that not only do we control development and stop the urban sprawl east of Main South Road but, very importantly, that we develop alternative horticultural and viticultural crops.

I take this opportunity to commend the Minister for Housing, Urban Development and Local Government Relations on the work that he and his department have done. In the space of less than nine months they have done the work that took two to three years to do in the Barossa Valley. This is the most significant step yet to stop the urban sprawl spreading east of Main South Road to Sellicks Hill and to make sure that we retain the unique character of the Willunga Basin with its viticulture, almonds, vineyards and the backdrop of the Willunga Hills: it is a magnificent setting. Adelaide is a city with superb planning: we all know that. Part of that unique planning that we have retained over the past 150 years will be continued for future generations if we make sure that the Willunga Basin as we know it today is preserved in the future.

The key thrust of that and the first significant step occurred almost 12 months ago when I, as Leader of the Opposition, with the then shadow Minister for the Environment and Natural Resources and the shadow Minister for Planning, launched a proposal whereby under Liberal Party

policy we would step in to bring in a new supplementary development plan for the Willunga Basin area. But we went much further than that, because we wanted to make sure that the water was there. We talked about the recycling of effluent water and the more efficient use of underground water. We envisaged a planning zone which would encourage horticulture, viticulture and other intensive agricultural production. I am delighted to say that we are heading significantly in that direction.

The two studies released today are available for public comment. They also cover the area west of Main South Road. They will preserve the Aldinga scrub area but also set down guidelines for broader development and other aspects. I invite all interested community groups to comment. The objective is, through the Minister, to have a supplementary development plan finished by about the middle of next year so that that will stop once and for all any threat of the urban sprawl spreading across the Willunga Basin. I commend all the parties involved, particularly the two local members and the Minister, on the significant effort they have put in over the past nine months to get us to where we are today.

HEALTH FUNDING

Ms STEVENS (Elizabeth): Will the Minister for Health release funds to public hospitals from the amount set aside to meet future cost pressures so that the \$8 a week wage increase granted to nurses by the Industrial Relations Commission can be absorbed without further cuts to health services? In the Health Estimates Committee, the Minister stated that \$10.8 million had been set aside from funds carried forward from last year's budget to meet future cost pressures. The Minister also claimed:

A number of the provisions which have been set aside for health units have been for award claims that have been building up for some time.

Mr Quirke interjecting:

The Hon. M.H. ARMITAGE: What about a few good ones, though? It is quite clear that members of the Opposition have never been involved in running a business. One makes legitimate savings or has expectations about things that one can reasonably predict might occur in the following year. I have said on numerous occasions that many managers around the system who manage large budgets—and many of our public hospital budgets are \$100 million or more annually—have budgeted for wage increases. During the whole decade of the previous Government—or at least in the final four years of the last Government: I am not sure what was happening before 1989—certainly in my time as shadow Minister, the Government expected good managers to manage properly, and that includes savings for future wage increases. That has always been quite clear in our expectations of the units.

It was clear in the budgetary papers and, as I have identified, in many instances managers have made those changes. Unfortunately, we have not been left with an unused pot of gold with which to plug the holes that the former Administration left us. If unused funds have been dedicated for the use of wage increases, obviously they will be used for that purpose.

TEACHERS, FEDERAL AWARD

Mr SCALZI (Hartley): Will the Minister for Industrial Affairs advise the House of any recent developments in relation to a bid by the South Australian Institute of Teachers

union to move teachers employed in Government schools from State award coverage into Federal award coverage?

The Hon. G.A. INGERSON: We can make a good announcement today that the teachers union, which has spent so much time in the Federal Commission, has had the interim Federal award dismissed. It was dismissed on the ground, according to the comment made by the Deputy President, that 'the current rights of teachers at the present time have not be affected in any way'. As a consequence of that, there is no justification for a transfer from the State to the Federal award.

What ought to be put on the record is that, rather than go to the State Commission and argue its case, the teachers' union has incurred a further cost of \$40 000 through this mischievous event. In fact, the union engaged a barrister from Adelaide, a barrister from Melbourne and a solicitor as well to argue its case. It has been estimated that the case went for 10 days at a cost of about \$40 000.

As the member for Wright has pointed out, this needs to be added onto the other \$100 000 spent by the teachers' union in its failed attempt to get its current President into the Legislative Council. Here, again, instead of looking after the rights of its members, instead of looking after all of its teachers and trying to get better conditions through the State system, \$140 000 of union members' money is being spent on a wasted effort. Rather than spending the time on educating our school children, the union wastes in excess of \$140 000 on a failed effort involving the Federal system.

HOSPITAL FUNDING

Ms STEVENS (Elizabeth): Does the Minister for Health support the use of deficit funding by public hospitals, and has he ruled out any further funding allocations to public hospitals that are unable to meet the terms of their service agreements under the greatly reduced resources provided by his Government? The Opposition is aware that a number of public hospitals are planning for budget deficits this year because they believe they cannot make the savings required of them by the Government.

The Hon. M.H. ARMITAGE: There is no doubt that under the previous Administration's historical funding there was little flexibility and certainly no reward for efficient hospitals. As I have said on numerous occasions, there was no penalty for inefficient hospitals. As a result of the changes we have brought into the system, in particular casemix funding, we have provided the system with a measure of how each hospital individually stacks up against the others. Under that system we have found that the budget will require some hospitals to achieve a savings target. On the other hand, there are many hospitals around South Australia which have been determined to be efficient and which, indeed, are getting more money than they got last year.

If the member for Elizabeth quite seriously wants me, as the expender of 25 per cent of the State's taxes, to condone the inefficient hospitals' continuing those practices so that every dollar in tax paid by the electors of Elizabeth is wasted, then let her tell me so, because clearly that is an inefficient use of taxpayers' resources. Obviously, a Government that is coming in righting the wrongs of the past decade is required to ensure that the taxpayers' dollars are used efficiently. That is exactly what we are going to do.

In doing that, we have hospitals that have savings targets, some of which are difficult savings targets, and that indicates one thing only: that against their peers they were inefficiently providing services, for whatever reason. Through the

contestability policy and our soon to be announced regionalisation policy, which will see competition between providers, we are giving the hospitals the means to address those inefficiencies instead of—

The Hon. Frank Blevins interjecting:

The SPEAKER: Order! The member for Giles.

The Hon. M.H. ARMITAGE:—under your lot just saying, 'Heavens to Betsy, that hospital is inefficient. It needs more money. We'll write out the cheque. Blow the taxpayers; we'll just go to them and demand more money.' In the short 10 months that we have been in office we have given those hospitals an opportunity to address those inefficiencies. If it means they have a budget deficit and they have to look creatively at ways of avoiding that budget deficit so that the taxpayers of South Australia are not being duded, as they were under Labor, well and good.

DROUGHT DECLARATION

Mr KERIN (Frome): In view of the difficult seasonal conditions now facing some regions of South Australia, will the Minister for Primary Industries explain how a regional drought declaration system would operate in this State? It has been well documented in recent months that many rural areas of South Australia have been suffering as a result of the unseasonably dry weather. Several regions (including the area I represent), with the help of useful rains and good grain prices, look like salvaging something from a disappointing season. However, Upper Eyre Peninsula and some other regions are in a desperate situation, and we anxiously await assistance for these farmers under regional drought declarations, if possible.

The Hon. D.S. BAKER: I thank the honourable member for his question and his interest in this matter. I touched on this briefly yesterday when I noted that we were negotiating with our Federal colleague (Senator Collins) in Canberra, trying to establish a regional drought declaration strategy in South Australia. I know that the Premier brought up the matter with the Prime Minister at the Premiers' Conference and obtained tacit support from the Prime Minister. Since then, for the first time in the history of South Australia we have been working towards being able to declare a council area or a suitable area in South Australia as having a regional drought and, as I indicated yesterday, we are working through the criteria for that declaration. When those negotiations are finalised, that will trigger financial assistance from the Federal Government—matched by the State, of course—so that, instead of waiting, as has happened in the past and as happened in 1982, for the whole State to be on its knees before any assistance at all is available, we will have this ability for regions to be declared to trigger this extra assistance.

The reason why we think it opportune to do this, as I also mentioned yesterday, is that it is very important that, whilst our colleagues in New South Wales and Queensland are going through the horrific situation they are going through, we in South Australia ensure in discussions with the Federal Government that any assistance that is available is similar across all the States in Australia. I have heard the criticism, 'It's easy; why don't you do the same thing that has happened in New South Wales and Queensland?' But it is very different. The climatic pattern in this State is different from that in Queensland and New South Wales. The rainfall pattern relevant to droughts in this State is from April through to

November, and rain that falls after that is of little use to farmers, especially cereal farmers, in South Australia.

We are saying that we want to set this drought strategy on the effective rainfall received during the growing period in South Australia and also to make sure that, unlike New South Wales and Queensland where in many areas the rainfall spread is much more even and they can grow two crops, we do not have that strategy put in jeopardy by unseasonal summer rainfall, which does no good at all for the farming community. In the past I have complimented the Federal Government, and Senator Collins in particular, on the way we are working through this. We are not quite there yet but, as I have said before publicly, there are very few areas in South Australia today that would qualify for regional drought assistance if we had the criteria in place.

The exceptional circumstances help is still available for a downturn in commodity prices, unseasonally wet weather and all the things that have been triggered in the past couple of years. In fact, in the past 12 months grants totalling \$40 million have been paid to farmers in South Australia by the State and Federal Governments to help them get through those unseasonal things that happened. This will be unique for the one in 10 to 20 years drought that will trigger assistance from the Federal Government. I hope that, by the time of the Ministers meeting at the end of this month, we will be able to announce the finality of those negotiations.

KNIVES

The Hon. M.D. RANN (Leader of the Opposition): My question is directed to the Minister for Emergency Services. Following his statements earlier this year, what action is the Government taking to crack down on the persistent problem of teenagers and others carrying knives in public places? When will legislation be introduced to increase and clarify police powers of search and arrest in relation to the carrying of knives? In March I asked the Minister whether the Government intended—

Members interjecting:

The SPEAKER: Order!

The Hon. M.D. RANN: —to mount a major crackdown on the carrying of knives by minors. I also asked whether he intended to legislate to tighten the existing laws restricting the carrying of knives in public following concerns by South Australian police in March this year that they were alarmed by the increasing numbers of teenagers, and even children as young as nine, roaming the streets carrying knives. Local police claimed in the *Advertiser* that these knives could be confiscated only if the owners admitted to carrying them with some unlawful intent.

At that time the Victorian Government announced that carrying a knife in a public place would be outlawed following a series of violent attacks, and plans were announced to increase police powers and for the prohibition of carrying knives in public except for legitimate occupational or sporting purposes. What does the Minister intend to do following his statements earlier this year?

Members interjecting:

The SPEAKER: Order!

The Hon. W.A. MATTHEW: I thank the honourable member for his question. I realise from the comments made by my colleagues on this side that the honourable member who asked the question has had an enormous amount of experience with knives in his Party. As I previously explained to the honourable member when he asked a similar question

in this House, both my office and the office of the Attorney-General have been examining options available to ensure that knives of a dangerous nature are not available to those who should reasonably not have access to them. The honourable member would also be aware, as it was reported in the media—in fact, my recollection is that it was on page 3 of the *Sunday Mail* in May this year after the Australasian Police Ministers Conference—that there is a national uniform move to control the way in which knives are used in our society. There is no point in any Legislature introducing laws which are not uniform. There is no point taking action in South Australia if uniform action is not taken.

The Hon. M.D. Rann interjecting:

The Hon. W.A. MATTHEW: If the Leader listens he will get the full answer. There is no point in taking action in one Legislature if others do not follow suit. For that reason, each police Minister was asked to look at the laws in their jurisdiction. The Police Ministers Council reconvenes in December this year and a national decision will then be taken. Already measures have been implemented to ban the importing of dangerous knives, and those measures have met with some success.

Laws already exist in South Australia which allow the police to remove dangerous weapons from people if they are carrying weapons without just cause. I am satisfied that every endeavour has been taken to ensure that we have uniform and consistent laws. I hope that the Leader applauds those moves. Like many other members of Parliament, I would be concerned if minors in particular had access to dangerous knives which could be used for unlawful purposes.

At the same time, every Government needs to be aware that there are those in our community who have legitimate reasons for carrying knives. Members of this Parliament who represent rural constituencies would be aware of the legitimate reasons for rural people to carry knives. Similarly, there are those who legitimately carry knives when they go hunting. Indeed, some members in this Chamber, on occasions, probably carry a knife for that reason.

An honourable member interjecting:

The Hon. W.A. MATTHEW: Or, as one honourable member interjects, for a fishing trip. It is not simply a matter of across-the-board banning but of a sensible, legislative and/or regulatory process. The action taken will be consistent and uniform, and that is entirely appropriate. I get a little fed up, as do other members on this side of the House, with this continual barrage of questions from the Opposition which really ask what action the Government will take to fix up what the Labor Party never did. Well, action is being taken, but it is uniform.

INTERNATIONAL TREATIES

Mr CUMMINS (Norwood): Is the Minister for Industrial Affairs aware of statements made yesterday concerning the ratification of international treaties by the Federal Government in which the Federal Attorney-General, Mr Lavarch, said that Canberra undertook an extensive process of consultation with the States and the community before entering into such treaties? Do these statements accord with the practice of the Federal Government in relation to the ratification of industrial conventions of the International Labour Organisation? The Federal Labor Government, as we know, has been using extensively its external affairs powers combined with section 109 of the Constitution, which provides that, where there is inconsistency between State and

Federal powers, the Federal legislation takes precedence to erode the powers of the States. That is the basis and thrust of my question.

The Hon. G.A. INGERSON: Yesterday, the Federal Attorney-General, Mr Lavarch, made what would have to be described as one of the most amazing statements in relation to consultation. Here we had a Federal Attorney-General saying on air, and in a way as though everyone in Australia should believe him, that the Federal Government sits down and consults with the States about industrial relations. Just over a year ago when discussion arose about ILO Convention 158, which relates to unfair dismissal, Minister Brereton, a colleague of Mr Lavarch, said that the next time he consulted with the States about industrial relations would be the first.

In that particular instance, every single State that was asked opposed the introduction of that ILO convention because in every State industrial relations system there is an unfair dismissal provision. So here we have the new Attorney-General, whose difficulty is that he is still so new that he has not had time to discuss the matter with his Industrial Relations Minister, saying that we now have this new consultation process. The situation is this: when the ACTU says, 'Jump' it is just a matter of how high Brereton and Lavarch jump. When they are told to jump—

An honourable member interjecting:

The Hon. G.A. INGERSON: He is jumping very high at the moment. To them, consultation with the States is quite irrelevant. The point I want to make is that this State has no intention of allowing ILO conventions to be implemented into the State or Federal system without a lot of comment unless it is in the interests of and supported by this State.

KNIVES

The Hon. M.D. RANN (Leader of the Opposition): In his role as a member of the National Police Ministers' Council, will the Minister for Emergency Services support or propose a national prohibition on carrying knives in public places except for legitimate occupational or sporting purposes, and will he support a national move to give police greater powers of search and arrest concerning knives so that South Australia may lead rather than follow, given his highly publicised statements on this issue earlier this year?

The Hon. W.A. MATTHEW: Unfortunately, the new look Leader is going for old look questions. It would seem from the questions that have been asked in this House that the new look Leader is going through the old press release book. So far, it seems we are up to March this year, but he has not checked to see what has happened after that date. I am already on record in the *Sunday Mail* in May of this year explaining exactly what is being worked on by the Police Ministers' Council.

Members interjecting:

The SPEAKER: Order!

The Hon. W.A. MATTHEW: Unfortunately, the Leader does not listen very well. In May this year, details of what has been worked on in South Australia were put forward. This State has already put forward to the council for consideration at its next meeting what it believes should be happening in South Australia and across Australia. Those details and details from other States will be discussed by Ministers, and we will determine as a council the best thing that should occur in the interests of South Australia. If the Leader wants to communicate to the community that he has a concern about youths carrying dangerous weapons, I would welcome that.

Mr Clarke interjecting:

The SPEAKER: Order! The Deputy Leader of the Opposition is out of order.

The Hon. W.A. MATTHEW: I have put on record before that I share that concern. Clearly, it is not acceptable to have people carrying dangerous weapons on their person without just cause. If someone is carrying a weapon without just cause, under the existing Act and regulations they can be stopped by the police and such a weapon can be taken from them. However, that still does not stop the weapons from being sold in the first place. So, it is also the issue of the point of sale that needs to be considered. It is perfectly legal for a business to sell a dangerous knife, because there can be legitimate reasons for someone carrying such a knife.

Legitimacy to purchase a weapon does not have to be demonstrated at the point of sale. So the issue of sale must be considered as well. It is not simply a matter of banning the carrying of all knives. The issue is far more complex than that. I encourage the Leader to think and probe more deeply before he asks questions in this way in the House. If he would like an official briefing from my office, from either me or the department, I would be happy to provide him with that.

The Hon. M.D. Rann: Do something.

The SPEAKER: Order! The Chair will do something.

GAMING MACHINES

Mr BECKER (Peake): My question is directed to the Treasurer. Does the Government support advertisements offering cash inducement packages to poker machine players? In a recent issue of the suburban newspaper *The Weekly Times* there was an offer of \$5 worth of free credits if you produced the newspaper coupon and spent \$5. On a shopper docket obtained from a Glenelg supermarket recently there was an advertisement offering \$2 free with every purchase of \$10 worth of pokie coins as a 20 per cent bonus at 14 suburban hotels.

The Hon. S.J. BAKER: The member for Peake has raised an important question, because there has been a proliferation of incentives that are being offered in a very public fashion. Of course, in all industries there are incentives. You can receive a free trip if you spend a certain amount in a particular store. Various inducements are offered on a whole variety of fronts. The issue is whether we should put particular constraints on this industry and whether it is breaking the law. For example, an earlier advertisement involved a shopper docket on which a group of hotels offered a \$2 incentive for every purchase of \$10 worth of coins for the pokies. A second example involved a coupon which offered \$5 worth of credits if you spent \$5 at a particular venue.

The information in respect of the shopper docket advertisement is that this could be a breach of section 45 of the Fair Trading Act 1987 which deals with third party trading stamps. That matter is now being investigated by the Commissioner for Consumer Affairs. Regarding the other scheme, it is not as clear that there is a breach of the Act because of the wide range of incentives that are offered in many retail activities throughout Adelaide. It should be recognised that there are incentives for all areas of industry whether they be in volume buying or manufacturing. In all areas incentives are offered for particular reasons. In fact, when car manufacturers determine that they have an excess of cars on their lot they may offer a particular incentive for you to buy one of their vehicles. So incentives are part and parcel of the retail industry.

There are some concerns about this particular incentive. One issue is that if everyone cuts out 30 coupons will they get for the commensurate amount of money that amount of credit? My understanding is that there would be some resistance from hotels and clubs to follow up on that incentive. As I understand it, the idea is to get people through the door to spend their \$5, then keep them in the establishment to spend more money. It could well be that there is a breach in the exercise of that incentive. It is important to understand that incentives are part and parcel of our everyday life. There is nothing wrong with them: in fact, there are many reasons why they should prevail. It should be understood that this may lead to some unwanted practices, so the Government is looking at the situation.

GAMING MACHINES

Mr QUIRKE (Playford): My question is directed to the Minister for Emergency Services. Why is the Police Department taking up to two or three months to process security clearances for applicants for operator and manager licences for poker machine supervisors, and is the Minister aware that these delays are causing serious problems for hotel managers? The Opposition has been informed of one instance where the manager might have to request that his poker machines be taken off line because he now has insufficient licensed staff, even though applications were lodged on 22 August. He has been told that processing may still take another four weeks because of delays by the Police Department in processing security checks. I would be happy to provide the Minister with the name of the manager concerned to enable this matter to be investigated.

The Hon. W.A. MATTHEW: I thank the honourable member for offering to provide me with information about the proprietor. I would like to take on board that offer and, on receipt of the information, I will check the facts. In regard to gaming machines generally, the information I have with me is current as of 8 August: I can advise the House that at that time 53 sites were operating 1 268 gaming machines. At that date, to allow that to occur, 3 935 personal information data sheets had been processed by the Police Department. To process those data sheets, police had to fingerprint 2 519 individual people. The number of licence applications processed at that time was 285.

I am sure that members would appreciate that, with the sort of processing information that needs to be taken, with the number of people who need to be fingerprinted, and with the nature of checks that need to be undertaken not only for any potential criminal record in South Australia but also for any potential criminal record that may exist in other States and, in some cases, any potential criminal record that could exist where checks are taken through other agencies such as Interpol, the process is a lengthy one. I will take on board the specifics referred to by the honourable member and I will be happy to come back with a more precise answer about that situation.

LOCAL PRODUCTS

Mr CAUDELL (Mitchell): Will the Minister for Employment, Training and Further Education indicate any developments that are taking place with respect to encouraging people to buy local products that will in turn boost employment opportunities for South Australians?

The Hon. R.B. SUCH: On Monday this week I launched the WINNER (Western and Inner Northern Network for Economic Recovery) expo, which occurred in the western suburbs. It was designed to focus on import replacement. This Government is encouraging exports from South Australia, obviously, but we are also encouraging import replacement, because the more you can manufacture things locally, the more jobs you create and the fewer imports you need. I commend the companies involved. About 30 exhibitors currently use imported products. What they were saying not only to the western side of the town but to the whole community was, 'Let's see how we can make some of these things locally.' So it was a very constructive expo organised by WINNER. The member for Spence was there, but unfortunately he had been de-biked. He is into not only import replacement but bike replacement.

Members interjecting:

The SPEAKER: Order! The members for Wright and Unley.

The Hon. R.B. SUCH: I was talking about winners. For every \$1 million of imports that are replaced, about 30 more jobs will be created. There is a flow-on of approximately \$250 000 in people's income, a reduction of almost \$250 000 in Government welfare payments, and over \$250 000 in additional taxes and charges will flow to the Government. So, there is a very strong incentive for everyone to be involved in import replacement. We have reached the stage where people no longer need to buy a range of imported products. Our automotive industry is producing excellent quality vehicles. Holden's and Mitsubishi can barely keep up with the demand for their quality products. The footwear industry is doing very well, and it is as a result of the application of good quality training and the production of top quality products. So, if the community gets behind initiatives such as the WINNER initiative, quite frankly we will all be winners and we will create a lot more employment in South Australia.

FORWOOD PRODUCTS

Mr CLARKE (Deputy Leader of the Opposition): Will the Minister for Primary Industries meet with representatives of the Construction, Forestry and Mining Employees Union and accede to the union's request for genuine negotiations on the future of staff at Forwood Products, and will he direct that proposals that staff either be transferred, separated or placed on a redeployment list be withdrawn to allow proper discussion to take place? Members will recall that on 6 September the Minister described a call by the Secretary of the Construction, Forestry and Mining Employees Union for meaningful consultation on the future of Forwood Products and its employees as a cynical exercise.

The Hon. D.S. BAKER: I thank the honourable member for his new found interest in Forwood Products in the South-East of South Australia.

Members interjecting:

The SPEAKER: Order!

The Hon. D.S. BAKER: It is a board matter, and from memory negotiations are going on at present.

Members interjecting:

The SPEAKER: Order!

The Hon. D.S. BAKER: And the member for Gordon interjects. I think an offer was made by me to meet with them today.

Members interjecting:

The SPEAKER: Order!

The Hon. D.S. BAKER: Well, I'm sorry; I had to stay here and answer your question, so it was impossible for me to be in the South-East to meet with them. However, I am perfectly happy to meet with them, but it is a board matter, and the board and management are handling it. The Government has made a decision to transfer those employees and to offer very generous incentives for those people to be transferred from under the GME Act—491 of them, employed by PISA—to an award under which there are already 200 people. It is cleaning up a matter that was half way through being handled by the previous Administration. Of course, apart from the generous incentive package that has been offered, if they chose to stay with primary industries, the honourable member would know full well they may be redeployed anywhere around South Australia.

The only interference that has come from me as Minister is to make sure that Forwood Products has adequately consulted with the Minister for Industrial Affairs, and I have insisted that a competent industrial affairs person as a consultant be employed by Forwood Products to negotiate through this matter, and Forwood Products has done that. The consultant is Paul Houlahan from First I.R. Sydney who has had a long experience in handling matters such as this. He handled the issues of Mudginberri, wide combs, the live sheep dispute—all those.

Members interjecting:

The SPEAKER: Order!

The Hon. D.S. BAKER: He is working very closely with the Minister for Industrial Affairs to make sure that this matter is settled quickly. The incentives are very good, and we know what the TSPs offered are worth. I urge all workers to get on with it quickly. It should have been nearly finished, but I am happy to meet with them when the meeting can be set up.

GAMING MACHINES

Mrs KOTZ (Newland): My question is directed to the Minister for Recreation, Sport and Racing. Following reports about the better than expected turnover generated through the recently introduced gaming machines, will the Minister advise the House what impact, if any, there has been on traditional gambling sources associated with the racing industry?

The Hon. J.K.G. OSWALD: When poker machines were first mooted in this State, it was considered that they would have quite a dramatic inroad into the profitability of the TAB. Everybody involved in the racing industry always held the fear that the ultimate result would be a loss of stake money and a further decline in the viability of the industry. As members would be aware, the racing industry is a significant contributor to the economy of the State. A recent survey estimated that the contribution of the racing industry to the State's economy exceeds \$175 million per annum and provides direct employment to some 11 000 people, or 3 000 full-time equivalents. The direct contribution of the racing industry to Treasury alone also is specific and provides revenue of about \$27 million.

The introduction of gaming machines has the potential to impact upon the racing industry's share of the gambling market, and was viewed initially with concern by all racing administrators. I am pleased to report that at this early stage there is no apparent impact on the racing industry as a result of the introduction of poker machines. TAB turnover for the

months of August and September since the introduction of gaming machines was up 6.3 per cent and 7.8 per cent respectively on the equivalent turnover last year.

Bookmakers' turnover continues to increase following the successful introduction of telephone betting and, more recently, the renewed confidence shown by bookmakers in response to the turnover tax rates brought in by this Government. Bookmakers' turnover for the month of August was up 34.5 per cent compared with the same period last year. Similar on course totalisator figures including turnover generated at the Morphettville betting auditorium are higher than for the period last year. This is indicative of the renewed confidence now running through the racing industry.

PUBLIC SECTOR MANAGEMENT

Mr CLARKE (Deputy Leader of the Opposition): My question is directed to the Premier. Will Cabinet be deciding its final position on the Public Sector Management Bill at its meeting next Monday, just one working day after the closure period for public comment, or will the Premier guarantee that further negotiations will take place with the relevant unions prior to a Bill being introduced in Parliament?

The Hon. DEAN BROWN: I know that the Deputy Leader is pretty new in this place and was promoted beyond his capability to Deputy Leader so quickly.

Members interjecting:

The SPEAKER: Order!

The Hon. DEAN BROWN: I guess 20 years hence we will be saying the same thing, but never mind. To stand here and ask a hypothetical question about what might happen next week and whether Cabinet might come to a final decision on the Bill is ridiculous. I do not even expect it to go to Cabinet next week. I suggest that the honourable member sit back and wait until the final consultation period.

Mr Clarke interjecting:

The SPEAKER: Order!

The Hon. S.J. Baker: He cannot help himself.

The Hon. DEAN BROWN: As the Deputy Premier says, the Deputy Leader cannot help himself: we know that. He is a man with no honour, because he stabbed his mate in the back.

The Hon. FRANK BLEVINS: I rise on a point of order, Mr Speaker. I am not quite sure why the Premier always finds it necessary to be rude to people.

Members interjecting:

The SPEAKER: Order! Does the honourable member have a point of order?

The Hon. FRANK BLEVINS: My point of order is that the words were unparliamentary—that a member of this place is a person without honour—and I believe that such a suggestion should be made only by way of substantive motion.

Mr Clarke interjecting:

The SPEAKER: Order! If the Deputy Leader of the Opposition believes that the comment was unparliamentary, he is the member who should raise the objection.

The Hon. Frank Blevins: Why?

The SPEAKER: Order! For the benefit of the member for Giles, that is the Standing Order.

The Hon. Frank Blevins: Protected by the Chair.

The SPEAKER: Order! I warn the member for Giles. He has continued to interject all day.

Members interjecting:

The SPEAKER: Order! If members want to make fun of the Chair, one or two of them will have an early minute. The conduct of certain members has been far below what the Leader of the Opposition indicated earlier in the week he wants. I expect them to set a better example.

Mr CLARKE: I do ask the Premier to withdraw.

Mr Ashenden interjecting:

The SPEAKER: Order! The member for Wright is out of order.

Mr Becker interjecting:

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

Mr CLARKE: I have been somewhat inured to the gutter comments of the Premier, which ill suit him.

Mr Brindal interjecting:

The SPEAKER: Order! I warn the member for Unley.

Mr CLARKE: I ask the Premier to withdraw.

Members interjecting:

The SPEAKER: Order! There are too many interjections. The Deputy Leader of the Opposition has asked the Premier to withdraw the comment to which he takes offence. I invite the Premier to withdraw.

The Hon. DEAN BROWN: I am not quite sure what I am withdrawing, Mr Speaker. Could you clarify the situation? I do not think I have said anything unparliamentary.

The SPEAKER: Order! The Deputy Leader of the Opposition indicated that the Premier referred to him as being without honour, as I understand it. The Deputy Leader of the Opposition has asked that that comment be withdrawn. I suggest to the Premier that, in keeping with the spirit of the House, he withdraw the comment.

The Hon. DEAN BROWN: Thank you, Mr Speaker. On your advice, I withdraw the comment. I highlight to the honourable member that I realise he is a new boy in this place. He has an enormous amount to learn and I suggest he sit back and quietly study the processes of Government and try to understand what they are all about before making a fool of himself again with a question in this House.

BANK OF SOUTH AUSTRALIA

Mr BUCKBY (Light): Will the Treasurer inform the House of the progress being made by the new Bank of South Australia to raise funds in its own right on wholesale money markets? I understand that a significant portion of the Bank of South Australia's funding requirements have been made through a Government entity—the South Australian Asset Management Corporation.

The Hon. S.J. BAKER: It was important for the bank that the IBCA, which is the principal ratings unit in Europe, announced that the Bank of South Australia had achieved a very good rating. That good rating came as welcome news to the Government, because we had previously mentioned that, when the bank was first rated by Standard and Poor's, there had perhaps been some leftover of the previous State Bank's performance. We did not believe that the markets had had the full opportunity to assess the quality of the Bank of South Australia. That was no reflection on either Standard and Poor's or Moody's but simply a reflection of the time frame in which those ratings were required. We accepted on their advice that they had not had the full opportunity to digest the information to understand that the Bank of South Australia now has the lowest percentage of non-performing loans of any bank in Australia. In fact, it has a reasonable profit line which can be improved through better performance.

It was a bonus to us and to the bank that the IBCA gave an A minus long-term rating and an A1 short-term rating. That is important, as everyone would understand, given that the bank is about to capitalise itself through raisings on international markets: a rating of this nature puts the bank on a strong footing to get money at the right price. As members would appreciate, and as I have informed the House previously, the lower your ratings, whether it be State Governments or banks, the more it costs for fund raising.

It was welcome news from the IBCA. I was informed during my trip to Europe that there was likely to be some improvement in this area: the homework had been done on the strength of the bank. I am pleased to see that it resulted in a lifting of the rating, and that will be to the benefit of all South Australians, particularly the Bank of South Australia, which is about to embark on a program of raising money in the international arena. The Government was delighted with the rating. It was critical: it will mean that we can get moneys for our bank at a reasonable price. It was very welcome news.

POLICE FORCE

Mrs GERAGHTY (Torrens): Will the Minister for Emergency Services ensure that the South Australian Police Force is adequately trained to enable it to handle people with psychiatric problems living in our community who may from time to time present some behaviour considered to be anti-social? An article in the *Age* of 26 September this year dealt with the fatal shooting of a woman at St Kilda. She had been released from a psychiatric hospital in September of this year. The Chief Commissioner, Neil Comrie, of Victoria welcomed the announcement that extensive training of all police will be implemented. He goes on to say, in relation to Victoria:

While we have first class state of the art firearms training, what we do not have to balance that is an adequate amount of training in the area of operational safety.

Our Police Force is a very dedicated one. However, there is still great concern about proper training in this area.

The Hon. W.A. MATTHEW: I thank the honourable member for her question. I do, however, dispute her assertion that our Police Force is not adequately trained to combat this area of psychological disturbance or mental illness and, for the honourable member's benefit, I outline the following. In 1984 the South Australian Police commenced specific training on mental illness with new recruits. The Psychology Branch is responsible for the training and it relates to three distinct areas: first, knowledge, psychology and the law; secondly, attitude change; and, thirdly, skills building to enable members to deal with mentally disturbed persons in operational encounters. The theoretical training concentrates on common misconceptions about mental illness, the causes of psychiatric disorders, comparisons of psychotic and neurotic disorders, recognition of psychiatrically disturbed behaviour, typical policing situations encountered, methods of relating to disturbed persons and options for resolving instances requiring police attendance.

The Mental Health Act and relevant police general orders are also examined to ensure that trainees understand police responsibilities for apprehension and conveyance, admission orders and the associated paper work, offences under the Act and procedures to adopt where it is necessary to interview persons suspected of being mentally ill. A visit to a psychiatric hospital is arranged and this is designed to be experiential for the recruits. They develop an appreciation of the hospital role and its interface with police. The recruits then spend time

interacting with patients, learning to recognise behaviour exhibited by disturbed persons and developing interpersonal skills and confidence to empathetically relate to people with psychiatric problems.

There has been a direct liaison between the South Australian Mental Health Service and the Psychology Branch of the Police Department for the past 10 years. As a result of the information received from the South Australian Mental Health Service, the Psychology Branch continually reviews and modifies its programs to meet today's needs. In addition to specific training with respect to mental illness, handling of suicidal and siege behaviour is included. Part of the training of recruits involves the complete area of psychology crisis behaviour, and the course is conducted by the Psychology Branch of the department. Successful completion attains credit towards one of the subjects in the attainment of the certificate in justice studies conducted by TAFE. The police practice module for qualifications for sergeants contains segments on the handling of siege, terrorist and hostage situations where the emphasis is placed not only on command and control but on negotiation techniques. Again, the Psychology Branch is involved in this training.

Members interjecting:

The Hon. W.A. MATTHEW: I realise that members are surprised that it is a long answer, but it is a very important question. There is some more.

The Hon. FRANK BLEVINS: I request that the document be incorporated into *Hansard* without the Minister's reading it.

The SPEAKER: The Chair cannot accede to that request, but I point out to the Minister that he should conclude his answer or I will withdraw leave.

The Hon. W.A. MATTHEW: As it is a long answer, I have other information before me that I am happy to insert in *Hansard* without my reading it.

The SPEAKER: The Minister cannot do that without leave of the House. I suggest that he table the answer or make a ministerial statement.

ENVIRONMENT PROTECTION AUTHORITY

Ms GREIG (Reynell): Is the Minister for the Environment and Natural Resources aware of the concern being expressed in the electorate that the Government is intentionally delaying proclamation of the EPA Act? If this is not the case, will the Minister explain why the introduction of the regulations is taking so long and say what action he is taking to ensure that the legislation is proclaimed as quickly as possible?

The Hon. D.C. WOTTON: I assure the House that the Government is totally committed to ensuring that the proclamation of the EPA Act is on schedule. It is the Government's intention that the legislation be proclaimed prior to December this year. I also assure members that EPA officers are putting considerable effort into ensuring that the proclamation will proceed on schedule.

A number of areas have to be considered by EPA officers. A substantial program of work is being undertaken in preparation for the commencement of the Act, including the development of a revised fee structure for environmental authorisations to replace the separate fees provided under the Clean Air, Water Resources, Marine and Waste Management Acts (which will be repealed); the preparation of transition regulations and policies; the development of an integrated environmental authorisation system; the provision of

extensive training to EPA staff (which is proceeding well); and a review of all existing licences. They are just some of the relevant points that need to be made regarding work being carried out prior to the regulations being finalised to enable the Act to be proclaimed.

The honourable member would be aware that I was pleased to be able to announce only a week or so ago the composition of the new Environment Protection Authority, with which I am delighted and which I know will carry out its responsibilities very well indeed. I am pleased with the progress being made. I am very much aware of the keenness on the part of the electorate to ensure that the Act is proclaimed as quickly as possible. There is no intention on the part of this Government to delay the proclamation and, in fact, we are proceeding as the previous Government would have proceeded with regard to the time structure. It is exactly the same situation, and I am hopeful that the legislation will be proclaimed prior to Christmas this year.

GRIEVANCE DEBATE

The SPEAKER: The question before the Chair is that the House note grievances.

The Hon. Frank Blevins interjecting:

Mr BRINDAL (Unley): I thank the member for Giles in his capacity as conscience and Father of the House. Sometimes in this place when we make a speech we get a sense of old father time sitting above the clock, and I have such a feeling now. Today I wish to deal with the subject of the environment. I point out to members that, in the Education Department, education of our children in matters relating to the environment forms one of the eight key competencies. Environment and society are required areas of study which are integrated across all facets of the curriculum. That shows the commitment of the previous Government and the ongoing commitment of this Government to a most important subject in the world in the 1990s; that is, the care of the environment and, above all things, sustaining the global environment.

Unfortunately, anything that is of major importance, especially if it involves a large bureaucracy, needs care and nurturing. I think that, in terms of education, all members of this House would be aware of instances involving matters of such importance that, to some degree, they become neglected because everyone assumes that because of that importance they are being taken care of.

Mrs Rosenberg: Where's our Opposition?

Mr BRINDAL: I hear the member for Kaurua asking where the members of the Opposition have gone. They are clearly behind me, because I am trying to make a speech and I cannot hear what I am saying.

The SPEAKER: The member for Kaurua is distracting the member for Unley. Even though the member for Unley continually distracts other members, we must protect him.

Mr BRINDAL: The problem with the environment is just that. I commend the Minister for Education for having very much flattened the hierarchy within the Education Department. However, I believe that in flattening the hierarchy within that department there is a great danger that not enough leadership is coming from it in the area of environmental education. I say that this is a danger because South Australia, in the view of educators around Australia, leads the nation in the awareness and participation of its students in a whole

range of programs.

I see the member for Frome here. He would be well aware, as would the member for Custance and the member for Ridley, of schools' involvement in things like Landcare and Water Watch. There is a whole plethora of projects not only in which students participate and collect data but by which they gain an awareness of the environment. I do not think that any person in this Chamber would any longer stand up and say that the environment is not important. It is not a matter of the rhetoric of the 1970s—'the environment or jobs'—it is a matter of environment and jobs. Nothing better proves that than a visit to North Queensland.

The environmental listing of the Daintree was absolutely opposed by the forestry industry because it was said that it would destroy the region. It is now prospering more than ever before, and those people who were previously avid foresters and involved in the destruction of that environment are now foremost proponents of environmental protection and nurturing of the environment. Such education programs are critical: they are critical to Queensland and Tasmania, and they are no less critical to South Australia. These programs must come from our schools. Environmental education must have leadership within our school system and it must be properly sponsored.

I pay tribute to the Department of Primary Industries and the Minister, who has provided money for focus schools in the area of environmental education. I would hope that over the next few years this Government would pick up environmental education as an absolute priority; that it sponsor and nurture it and keep us at the Australian forefront in this area.

The ACTING SPEAKER (Mr Bass): Order! The honourable member's time has expired.

Mr FOLEY (Hart): I rise today to make a few comments about the former member for Taylor, Leader of the Opposition and former Premier, Lynn Arnold. Lynn Arnold has now left this Parliament and, of course, has left this country with his family and is now living and studying in Spain. However, I thought it important, as Lynn is a close friend of mine and someone with whom I worked for about six years, to put a few comments on the public record.

As a Minister, Lynn Arnold was considered by many people throughout the community and throughout the various areas of his portfolio responsibilities as very good and capable—a very fine Minister and one who was held in high esteem. As Industry Minister he worked for many years with the manufacturing sector of this State. He was instrumental in taking a number of initiatives in manufacturing policy, industry policy and in the area of science and technology. He made a great contribution to the State, and the benefits of that contribution are now being reaped by this Government. Lynn Arnold, of course, had a very deep passion for and commitment to multicultural and ethnic affairs. He is held in very high regard by a number of ethnic groups in this State, including, of course, the Greek and Italian communities and, in particular, the Spanish community.

Lynn Arnold did a lot of fine work for multicultural and ethnic affairs in this State. He also did a lot to bring ethnic groups within our community into Government and to improve their relationships with Government. Indeed, he was the architect behind the ethnic-specific chambers of commerce, which have now been more formally put into place under this Government. However, Lynn Arnold commenced that process some years ago by providing some seed capital to those various chambers to allow Government and this

community to utilise the resources of our very diverse ethnic communities in this State.

Of course, for a brief period he was Agriculture Minister, and I served with him as his adviser at that time. It was a difficult time because the rural community—which almost always seems to be the case—was going through one crisis or another. Lynn Arnold travelled the State extensively, and I believe it would be fair to say, again, that he was held in very high regard by the farming community. Whilst they may not have shared his politics in many cases, they felt that in him they had a Minister who would listen and who was prepared to take their views on board and to adjust Government policy accordingly.

The Minister also had a very good rapport and relationship with the peak bodies in agriculture: he had a very good relationship with the then United Farmers and Stockowners Association. I think that even the member for Custance would acknowledge that, during his time on the Rural Advisory Board, Lynn Arnold was a Minister with whom industry knew it could talk and who was very senior and capable in looking after their interests within Government.

I commenced my involvement in politics in a formal sense working on Lynn Arnold's staff, and I worked with him for nearly six years. It was a time of great learning, great opportunity and great experience. I am very fortunate to have had that apprenticeship, and I believe that I will be a better politician for it. I say to many members here that, if they had had the opportunity to work with and for such a fine Minister, they too would be the better for it.

Of course, Lynn Arnold was Premier for about 15 months, and much has been said and written about that period. However, it can never be said that he was not prepared to make the hard decisions. His brief period as Premier was one that demonstrated that he was prepared to make the tough decisions that were necessary at the time. I believe that a number of those tough decisions taken by him in the 15 months during which he was Premier have made the job of this Government that much easier in terms of adjusting to the very difficult times that this State is currently facing. Lynn Arnold had a very distinguished career of nearly 15 years in this place, 12 years of which he was a Minister or Premier. I think that any of us would be proud to have served in such a capacity.

Mr CUMMINS (Norwood): Yesterday I was dealing with the illustrious career of the new Leader of the Opposition. Of course, we know his mentors were Lange and Bannon, and we know what they did while they were in control. Of course, we also know, as I detailed yesterday, that the new Leader of the Opposition followed the prudence in management of Bannon. He said so in the *News* of 13 December 1989. Obviously he was not a very good judge of people. However, we might also ask whether he is a good judge in relation to financial matters, and perhaps I could deal with that.

We know that the Leader organised the Asia Export event, on which the Auditor-General reported in 1994. He said that there was an approved funding allocation of \$350 000. However, in fact, it cost \$765 000—a \$415 000 overrun. The Auditor-General went on to talk about the new Leader of the Opposition and said that there was inadequate monitoring of actual committed expenditure against budget and insufficient regard given to prudent principles, budgetary control, project accounting and reporting arrangements.

God help us all, Mr Acting Speaker, because he is now in

charge of the Opposition in South Australia. You may think from that that he is pretty unreliable, and that is probably true. The member for Hart was talking about the former Premier and former Opposition Leader (Hon. Lynn Arnold). Of course, after the election he vowed to win the next election for Labor after he was re-elected Party Leader. Mr Rann, of course, vowed full support for Mr Arnold 'for as long as Lynn wants to be Leader of the Labor Party, which I believe will be right into the next Premiership' (the *Advertiser* of 16 December 1993). We know what happened to Mr Arnold—he was stabbed in the back by none other than the new Leader of the Opposition.

On 11 February 1986, the new Leader said:

I firmly believe our best is yet to come.

What a prediction that was. How wrong can you get? It is interesting to detail what the former Royal Commissioner into the State Bank said about the Leader of the Opposition. On page 234 of the first royal commission report he stated:

The member for Parliament who proposed the motion [the now Leader of the Opposition] condemning the Opposition for attacking the bank spoke in glowing terms of the bank's role and performance, so praiseworthy indeed as perhaps to cause the State Bank Centre to blush to a deeper shade of pink.

What is going on when these praising comments, which could turn the State Bank Centre a deeper shade of pink, are made? The following is going on, as detailed at page 259 of the first report:

In the second half of the year, for those who wished to hear, or to ask questions so that they could hear, the noises of impending disaster were reaching a crescendo.

So, it seems to me that not only have we established that the new Leader of the Opposition is no financial manager; he is no judge of people; he is a back stabber; and he is unreliable; but we also establish that he is deaf and does not know how to ask questions. This is what the Labor Party has imposed on the State of South Australia. When we look at members opposite and listen to the questions they ask during Question Time, really there is not much better than what they have given us. All I can say is that they have ensured that they will never be the Government of South Australia, with the likes of the new Leader of the Opposition and his record, which I detailed yesterday; with his financial management skills; and with the birds of a feather that he flocked with, namely Lange and Bannon, and the people he admired. All I can say is God help South Australia if anyone who can describe Bannon as a prudent financial manager gets into Government.

Mr ANDREW (Chaffey): I rise today to speak on an issue of major concern to my electorate, that is, the future of the Cadell Training Centre. Members would be aware that the Minister for Correctional Services indicated rather publicly and openly earlier this year that the State prison system is under review and also that the State prison system is operating at a significantly greater cost than other comparative prison systems interstate. Time does not permit me to reiterate those figures, but they have been well documented. This is the first opportunity I have had to raise this issue since the Minister honoured his commitment to the member for Custance and me when he recently inspected the facility and was pleased to continue the consultation with a public meeting in the area at about the end of September. I particularly thank him for continuing that cooperation.

I thank him for honouring that commitment for that ongoing consultation process, and I also thank my colleague the member for Custance for his support and assistance in making this a joint exercise. I know that he is as concerned

for the future of the centre, which is in his electorate, as I am, since a large number of the employees live in my (adjacent) electorate. A large number of small businesses in my electorate service the Cadell Training Centre. It was during the last week of September that the Minister, the member for Custance and I inspected the Cadell Training Centre, from which inspection a number of things were particularly evident to all of us. The first was that the general appearance and the general infrastructure of the prison was in a particularly poor condition.

Without doubt this was a legacy of the previous Government in terms of its failure to give it a fair injection of the capital expenditure that it put into the prison system over the past decade. The other thing that was very clear to us was that there was a very positive attitude from the staff at the Cadell Training Centre. They have made significant improvements over the past few months in terms of their operational involvement. Staff to prisoner ratios have been reduced and the staff there were particularly positive in terms of their outlook in cooperating to improve the efficiencies in the operation of that centre.

Another thing that was obvious to us was that there was significant potential for the improvement of the production and processing of the rural produce of the farm sector of the centre, both from a commercial profit point of view and from the potential supply of food products to other penal institutions around the State. That evening a very well attended public meeting took place in Waikerie, and I am pleased to place on the public record the indications from the Minister. He indicated in a very frank and open manner that the options available were to spend up to an additional \$10 million to upgrade the prison, to make it more secure and to accommodate more prisoners; he also made it clear that another option was to close it and to go for the alternative of building a mega-prison here in South Australia that would hold 500 to 600 prisoners.

He also indicated a number of other things: that no decision had yet been made; that the decision would be made before the end of this financial year; and that he was in fact assessing through a study with the South Australian Centre for Economic Studies the impact on the local community. His preliminary estimate is that it may be of the order of \$3 million, and local community suggestion on the night was that it may be of the order of \$10 million. No community the size of Waikerie, Cadell and Morgan could stand to see the impact of the loss of 60 plus jobs from the potential closure of the Cadell Training Centre.

I am very pleased that the District Council of Waikerie-Morgan and the Riverland Development Corporation have set themselves a target over the next month to prepare and present a submission on the impact of that potential closure. I have assured them that the member for Custance and I will both be organising to present that submission to the Minister, to the Premier and to other members of Cabinet so that they can fully understand what economic impact the loss of that income generation from those 60 plus employees would have on the western end community of the Riverland of South Australia.

Mr ATKINSON (Spence): The Minister for Transport (Hon. Diana Laidlaw) and the Adelaide City Council are moving again to try to enforce the exclusion of private motorists and cyclists from Barton Road, North Adelaide. The Liberal Government is attempting to fine people from western North Adelaide and the western suburbs of Adelaide

more than \$100 each time they use the road connecting Hill Street, North Adelaide with Hawker Street at Bowden. But the legal basis of the closure is the same as it has been for the past 18 months: it is conjectural. The new road signs at Barton Road are of no legal significance and are merely a bluff by Alderman Jane Rann of the Adelaide City Council and the Hon. Diana Laidlaw and the Liberal Party.

The exclusion of motor vehicles and bicycles from Barton Road is pursuant to a council resolution under section 359 of the Local Government Act headed 'Temporary prohibition of traffic.' This section is used to close roads for the John Martin's Christmas pageant and to close all or part of a road for roadworks or the laying of pipes.

All resolutions in the Government *Gazette*, published under section 359, contain a starting date and a finishing date. The Adelaide City Council resolution on Barton Road does not contain a finishing date and is made with respect to a bus lane that is partly on parkland. When the Local Government Act was last before the Parliament in relation to section 359 the then Minister, in the clause notes of her second reading explanation, stated:

Clause 27 amends section 359 of the principal Act so as to allow part only of a street, road or public place to be closed on a temporary basis.

She was supported by the then Opposition spokesperson on local government, none other than the Hon. Diana Laidlaw, who said in the debate:

A further amendment to section 359 is to close some public pathways and walkways on a temporary basis.

The Hon. Diana Laidlaw went on to say that she thought the amendment related to street fairs and the like. Yet this is the section that is being used to try to permanently close Barton Road.

Today I received a telephone call from the Police Commissioner, Mr David Hunt. I am pleased to say that he has been able to inform me that motorists and cyclists, for the foreseeable future, will not be fined for driving through Barton Road because the closure is conjectural. It is very disappointing that the Hon. Diana Laidlaw and the Liberal Party tried to use the Holden Hill police as their private security force to keep people they do not like—namely, people from the western suburbs and mothers of children who attend St Dominic's—out of western North Adelaide. It is very disappointing that people have been fined for driving and riding along that road this week. I am confident that the fines levied on them can be recovered by me as they have been in the past. I thank the Police Commissioner for his intervention.

Two weeks ago the Adelaide City Council's Chief Services Engineer, Mr Roger Budarick, announced that police would fine motorists and cyclists found on Barton Road from Friday 7 October 1994. He claimed that fines would be levied at the request of the Public Transport Union, representing TransAdelaide bus drivers. That is just plainly false. I contacted the Public Transport Union and was told that it supports the Australian Labor Party's policy of restoring Barton Road to its previous width and alignment. Such a restoration would make driving buses through Barton Road much easier for Public Transport Union members, especially since there is no longer any valid traffic management reason for the closure as there might have been before the north-west ring route was completed in September 1990.

The Adelaide City Council is now going through a procedure under the Roads (Opening and Closing) Act, which is the correct Act to use in this instance, to widen the road

reserve and snatch a section of parkland so that the current bus lane is entirely on road reserve. I personally object to that expansion of the road reserve, this snatching of our parkland, for Adelaide City Council's traffic purposes. That procedure is not yet finished, so police should not intervene before that process is finished. I am glad to say that the Police Commissioner agrees with me and not the Hon. Diana Laidlaw and the likes of her brother-in-law, the Minister for Health, who is closing this road for his own personal gain.

Mr EVANS (Davenport): Due to the previous Labor Government's incompetence and particularly the incompetence of the now Leader of the Opposition, Mr Rann, we all know that next year is the last Grand Prix in South Australia. There has been a large amount of community and media discussion on what should be brought to the State to replace it. On that note I wish to raise the idea of Adelaide hosting an international soccer tournament.

We all know that Adelaide is the Australian home of soccer. Adelaide City is the current Australian champion. The South Australian Soccer Federation is one of the most highly regarded in Australia. The South Australian Soccer Federation is affiliated with the Australian Soccer Federation and also the World Football Association and has successfully hosted international matches such as the South African national team that was here recently and also sections of the World Youth Cup.

The South Australian Soccer Federation has a long history of success. Established in 1962 from the South Australian Soccer Association, it now boasts a net asset value of well over \$4 million, and has an annual turnover of \$1.5 million. However, a true measure of its success is the fact that over 50 000 South Australians now partake in the sport of soccer each week, and that is increasing each year. That is certainly a credit to the administrators and promoters of the game of soccer.

Not only will this build on the good reputation of Australia as a soccer nation that has been created by the success of our tremendous Socceroos and various youth teams, it will also bring tens of thousands of tourists to South Australia. The proposal, which is quite simple, is to host a two-level international soccer tournament: a club level competition pitting the then Australian national champions, probably an Adelaide-based team, against the glamour clubs such as Liverpool, AC Milan or even Manchester United. Imagine the thrill of attending an Adelaide venue and witnessing our home teams defeat such teams as AC Milan or Liverpool.

This competition could involve teams from the English Football Association Premier League Division, the Italian First Division, the Greek First Division, the South Americas or even South Africa and our own national champions. This level of competition could be run for three consecutive years. In the fourth year, an international tournament would be held. I believe the best timing would be the year after the World Cup but prior to the Olympics. Five nations would be invited to come to Adelaide and take on the Socceroos. As most overseas competitions are completed in May, as is our own national competition, this would seem the perfect time to host the event.

The first club level competition would be in 1996 and the first international tournament in 1999, just prior to the year 2000 Olympics. We could host it in May, in conjunction with the Adelaide Cup Racing Carnival. The hosting of this event would see some of the profits possibly contribute to the ultimate upgrading of the Hindmarsh Soccer Stadium to a

seating capacity of 25 000 or 30 000. Currently it has a seating capacity of around 5 500 and a total capacity of about 12 000.

This could be far more than just a sports carnival. It could be a great cultural festival in this State, built around the soccer matches. Wine, food and music festivals promoting the cultures of the various countries participating could be held. For instance, a Glendi style festival when the Greek teams are playing; an Italian festival when the Italian teams are playing; and a Schutzenfest style festival when the German teams are playing.

You could also promote business through the various country-based chambers of commerce. The Italian Chamber of Commerce could host functions to promote the benefits of doing business with South Australia to those people attending from that country. The tourism potential from this concept, I believe, is enormous when you consider that the World Cup and Youth Cup are two of the biggest sporting events in the world. I believe that this would be a great concept for South Australia and something that is worth very serious consideration.

SOUTH AUSTRALIAN COUNTRY ARTS TRUST (TOURING PROGRAMS) AMENDMENT BILL

Received from the Legislative Council and read a first time.

The Hon. G.A. INGERSON (Minister for Tourism): I move:

That this Bill be now read a second time.

I seek leave to have the second reading explanation inserted in *Hansard* without my reading it.

Leave granted.

This is a Bill to amend the provisions of the South Australian Country Arts Trust Act 1992 relating to the functions and powers of the South Australian Country Arts Trust.

The Trust was established in January 1993 with a broad mandate to develop the arts in country South Australia. As one of its principal responsibilities, the Trust develops and manages performing arts tours throughout country South Australia. These tours are performed in venues owned by the Trust and in a number of other venues in smaller centres throughout South Australia.

In 1992, at almost the same time as the Act was passed, the federal government established a national performing arts touring fund called Playing Australia.

This touring fund supports interstate tours of subsidised performing arts companies throughout Australia. Although Playing Australia has only been in operation for a little under two years, it has already proven to be a significant benefit to the Trust with a number of country tours supported by this fund. In 1993 and 1994 financial support through Playing Australia was provided to tours of country South Australia including the Australian Choreographic Ensemble ("ACE") with Paul Mercurio, the Australian Ballet, the Dancers Company—*Triple Bill*, the Black Swan Theatre Company—*Bran Nue Dae*, the Sydney Theatre Company—*Two Weeks with the Queen* and the Australian Chamber Orchestra.

Playing Australia guidelines suggest that the best approach when applying for funding is to ensure that a "presenter" organisation, such as the Trust, manage proposed tours.

The Trust is well placed, given its geographic location and its sound administrative base, to manage larger scale multi-State tours. Playing Australia believes that this approach provides the best opportunity to maximise the number of touring performances from the grants it provides. In a number of cases this will require the Trust to take on the responsibility for the management of tours which tour not only in country South Australia but throughout the country areas of other States.

The Trust, when managing interstate tours, would not take any financial risk on performances (except in South Australia). Rather,

the Trust would negotiate a fee with each of the interstate venues that are taking performances. These fees, combined with the subsidy provided by Playing Australia, would meet the cost of touring salaries, living allowances and other touring expenses. The Trust would also draw a small management fee from the tour to assist with its South Australian activities.

On the basis of the Crown Solicitor's advice as to the meaning of the provisions relating to the Trust's functions and powers, it is considered desirable to amend the Act to ensure that the Trust has power to develop and manage touring programs of country arts activities within, or within and outside, South Australia.

Explanation of Clauses

Clause 1: Short title

This clause is formal.

Clause 2: Functions and powers of Trust

This clause amends section 9 of the principal Act to remove references to "Statewide" in relation to the Trust's functions of—

- establishing and maintaining an information service for country arts; and
- developing and maintaining touring programs for country arts activities.

Mr CLARKE secured the adjournment of the debate.

LEGISLATIVE REVIEW COMMITTEE

The Hon. S.J. BAKER (Deputy Premier): I move:

That Mrs Geraghty be appointed to the committee in place of Mr Clarke, resigned.

Motion carried.

PAY-ROLL TAX (SUPERANNUATION BENEFITS AND RATES) AMENDMENT BILL

Adjourned debate on second reading.

(Continued from 12 October. Page 602.)

The Hon. S.J. BAKER (Treasurer): I will be brief, because I do not believe that the contributions from the other side warrant more than a brief response. A number of issues were alluded to or raised in a fashion which did not assist the debate, but the way in which they were formulated was interesting. I would like to make several brief points. The issue of superannuation and whether or not it should be taxed has been a matter of considerable debate amongst State Governments over a number of years, particularly since the superannuation guarantee was put in place. Members must appreciate that the superannuation guarantee was a trade-off against wages. It was put in place by the Federal Government. If members go back to 1987 and reflect on the debates that took place at that time, they will recognise that it was a substitution effect in order to put a lid on wages so that they did not feed into the economy and cause an inflationary impact. As far as superannuation was concerned, there was a long-term aim to provide some support for retirees.

That matter has been debated at the Federal level with varying degrees of support and criticism; however, the fact remains that it was and still is a substitution effect for wages. That is clearly understood by everyone who was associated with the original decision and, indeed, by the Government and employers. The Federal Government has provided us with a wage mechanism, but it has not in the past translated into the payroll tax scheme. If this amount of money had been negotiated as wages and filtered its way into the payroll tax scheme automatically, the State Government would have automatically benefited from the measure.

Another important point is that, leaving aside the issue of people in the lower wage structures, those in the higher wage structures have become increasingly prone to substitute superannuation for wages. For example, Marcus Clark in his

last year in this State was given a package of over \$500 000. He was not worth one cent of that; in fact, he should have been prosecuted. He put \$200 000 of that into a superannuation package. There was a very good reason for that: he wanted a pay-out that would not suffer the same taxation consequences as if it had been paid out in salary. So, more and more executives have been taking their wage package in the form of superannuation. I make the point that on both counts State Governments across Australia have been unable to get the same percentage of taxation from wages because of this substitution effect. So we are not doing anything at all that is untoward: we are simply ensuring that these substitution impacts are counted within the wages stream so that the State's payroll tax is not eroded. Members opposite failed to recognise that point.

The member for Playford referred to an article by Tony Featherstone. What Tony Featherstone said was quite correct. This matter has been debated. Irrespective of who opened the door, the door would be opened simply because all States, irrespective of whether or not they liked payroll tax, recognised that it is an important component of their taxation base. They have found that that taxation base has been eroded because of the superannuation guarantee plus the substitution effect relating to higher paid employees. So it is clear that this would have happened whether South Australia or the ACT did it first. I understand that the ACT was in the process of preparing draft legislation, and the other States have also looked at this proposition.

There is an assumption by Mr Tony Featherstone, and indeed by the member for Playford, that, if superannuation is brought within the ambit of payroll tax, suddenly there will be \$1 billion of extra revenue forthcoming to State Governments. That is not true. One only has to look at what we have done in South Australia. What we say is that the capacity of the State Government to maintain its revenue base is enhanced by this measure. We dropped the rate from 6.1 per cent to 6 per cent. As the honourable member quite rightly pointed out, if we had wanted to achieve a neutral taxation position, we would have cut the rate to 5.8 per cent or we could have lifted the exemption level. However, a neutral result was not necessarily in the best interests of the budget or the financial health of South Australia.

Members would recognise that this Government has been forced into a situation where significant cost savings have had to be put in place. Employers have said to us, 'For God's sake, sort out the financial mess, and we will be willing to play our part.' They will not pay for wastage or for the criminality of the past: they will pay for performance. It is recognised that, while there is a cost, they believe they have to play a significant role in the financial rehabilitation of this State. The position is not as members opposite suggested. It is quite clear that everyone must play a part in this process.

I was criticised for increasing the base for land tax by lowering the exemption level from \$80 000 to \$50 000. That

is hardly a measure that would bring down the State or the Government or cause a great outcry, because revenue projections showed that we would lose taxation revenue despite that measure. In this case, we will collect more revenue. I make no excuse for that. The fact is that we had to ensure that there was sufficient revenue in conjunction with cost savings targets to be able to sustain our commitment to putting this State back into financial health.

It was also recognised strongly by employers that the \$16 million that we are talking about in this case, which is the net effect of the measure, has been more than offset by the initiatives of the Government. I remind members that we have set in place a payroll tax redemption that will allow export firms in South Australia to have a 50 per cent reduction in payroll tax for their effort. All employers associated with that new export effort will have available to them this exemption, which will grow in time. We hope that in time it will be a significant figure, because we will all win from that process. We also recognise existing exporters in this process. Importantly, the employers of this State also recognise that the Government has made a significant contribution to the future economic development of this State. We are seeing examples of that simply because we have made more money available for economic development, which far exceeds a figure of probably 10 times the amount that we are asking employers to contribute towards this budget.

We believe that we were being financially responsible. We reduced the rate but recognised that the revenue collected would be greater. We did not have the luxury of making it tax neutral, simply because our budget did not allow us to. What has not been mentioned by members opposite is the age old problem, the problem that we are facing and addressing—how do we get out of the mess that was created before we came into government? I will not wax lyrical on that subject but I will simply state it so that members understand that we have to get financial viability back into the State. There has to be some pain shared across the board in various areas.

I believe that the reason that we did not see the Employers' Chamber and the other employers group making such a big issue, as would have normally been the case, is that they believe that there is a chance for a partnership in this State—a partnership in which they are playing their part by giving us some extra revenue to improve our budget situation. We are giving them back initiatives that will improve their prospects dramatically over the next few years and well into the future. They believe that it was an appropriate contribution to make. I commend the Bill to the House.

Bill read a second time and taken through its remaining stages.

ADJOURNMENT

At 3.57 p.m. the House adjourned until Tuesday 18 October at 2 p.m.

HOUSE OF ASSEMBLY

Tuesday 11 October 1994

QUESTIONS ON NOTICE

GOVERNMENT VEHICLES

1. Mr BECKER:

1. What Government business was the driver of the vehicle registered VQA-195 attending to whilst the vehicle was parked in Morton Street, Kidman Park from 12.30 p.m. to 3 p.m. approximately on Wednesday 27 July 1994, during which time the driver remained in the car?

2. To which Government department or agency is this vehicle attached?

3. Were the terms of Government Management Board Circular 90/30 being observed by the driver of this vehicle and, if not, why not, and what action does the Government propose to take?

The Hon. J.W. OLSEN:

1. Vehicle No. VQQ-195 was being used for Children's Services Office speech pathology consultancy visits on 27 July 1994. On that day, the speech pathologist had visited Barbara Kiker and Woodville West Preschools in the morning. On arrival at Woodville West Preschool at 10.30 a.m. the pathologist was advised that the next two appointments had just cancelled. The speech pathologist therefore left the preschool at approximately 12.15 p.m. and moved on towards the next centre—Kidman Park Child Care Centre. The appointment was not until 3.30 p.m. that afternoon. The speech pathologist used the time created by the two cancellations for paperwork including assessment reports and language stimulation program development.

It was clear that a return trip to the regional office in North Adelaide and back would take approximately 40 minutes and be wasted travel time. So, in accordance with a previous working arrangement with management, this time was used for paperwork rather than travel.

The speech pathologist arrived at Kidman Park Child Care Centre at approximately 3.15 p.m. and following the conclusion of this appointment returned the abovementioned car to the Regional Office at North Adelaide.

2. This vehicle is attached to the Children's Services Office within the Department for Education and Children's Services.

3. The driver was using the vehicle in accordance with the terms of Government Management Board Circular 90/30.

MOSQUITOES

2. Mr BECKER: What research is being undertaken in South Australia into various types of mosquitoes and the viruses and diseases transmitted by them; is an effective method of mosquito eradication being undertaken and, if not, why not?

The Hon. M.H. ARMITAGE: Mosquitoes are able to be controlled, not eradicated. Temperature and rainfall are major factors associated with mosquito breeding. The 1992-93 summer demonstrated that with abnormally high rainfall mosquito numbers increased as did the number of cases of arbovirus. Arbovirus is widespread throughout Australia.

Information related to mosquito species and the arboviruses such as Ross River Virus and Australian Encephalitis is well established. Research is currently being undertaken in this State at the Adelaide University into mosquito attractants, temperature effect on breeding mosquitoes, biological control using a predatory flat worm (*Mesostoma*) and the repellent properties of frog skin.

Research is also being undertaken at universities in Queensland and NSW on an integrated program utilising biological control, land modification, habitat modification, insect growth regulators, draining or filling wet areas and target specific larvicides. This is proposed as the best practice. It is intended to incorporate this into control programs in South Australia.

Local councils are responsible for mosquito control within their area under the Public and Environmental Health Act. The Health Commission coordinates a control program from Outer Harbor around the coast to the St Kilda Sanctuary, involving Port Adelaide,

Enfield, Salisbury and Munno Para Councils, Quarantine Station and ETSA Power Station at Torrens Island, MFP Australia and the Commission. A target specific larvicide, Abate, is used in this program and is effective in controlling mosquito breeding.

PAWNBROKERS

12. Mr BECKER:

1. Has there been an increase in the number of pawnbrokers in South Australia and, if so, why, and how many are there now compared to two years ago?

2. Are pawnbrokers in South Australia a 'supermarket for crime' as described in the article 'Pandal seeks pawn action' which appeared in the *West Australian* of 13 January 1994?

3. Have stolen goods been detected in pawn shops in the past 12 months and, if so, how many times and what has been the value of the stolen goods?

The Hon. S.J. BAKER:

1. A report into the problems concerning the pawnbroker industry generally, conducted by the Office of Consumer and Business Affairs, Attorney-General's Department, identified an estimated 150 pawnbrokers currently operating in South Australia. It is reported by the Pawnbrokers Guild of Australasia that before the repeal of the Pawnbrokers Act 1975 on 7 February 1991 about 25 pawnbrokers operated in South Australia. The marked increase of pawnbrokers conducting business in South Australia appears to be attributable to the deregulation of the industry and repeal of the legislation under which they operate.

2. The Office of Consumer and Business Affairs has no direct knowledge of the pawnbroker industry being a 'supermarket for crime'. However, the report did identify concerns from members of the Pawnbrokers Guild of Australasia about the various business activities and conduct of pawnbrokers outside their Guild. The South Australian Police Department also expressed concern about the escalating number of venues including garage sales and the like where stolen property is disposed.

I am informed that the Commissioner of Police has established a task force comprised of dedicated personnel to combat dishonest trading, taking into account such things as property theft and its disposal. Accordingly, it may be more appropriate for the question to be directed to the Minister for Emergency Services for further advice on the question of crime detected with the pawnbroker industry.

3. In regard to this question I would suggest that it is more appropriate for the Minister for Emergency Services to provide information of this nature.

GOVERNMENT VEHICLES

17. Mr BECKER:

1. What Government business are the drivers of the vehicles, registered VQL-356 and VQM-060 attending to whilst at the Marion Basketball Stadium on Tuesday nights from 8 p.m. onwards?

2. To which Government department or agency are these vehicles attached?

3. Were the terms of Government Management Board Circular 90/30 being observed by the drivers of these vehicles and, if not, why not, and what action does the Government propose to take?

The Hon. S. J. BAKER:

1. The vehicles were not on Government business. They were on lease to Endeavour Supported Abilities (Adelaide Central Mission) and were being used in pursuance of the business of that organisation. The hire of Government vehicles to non-Government organisations such as this is to be examined as part of a complete review of the use of Government vehicles.

2. State Fleet.

3. Not applicable.

18. Mr BECKER:

1. What Government business was the driver of the vehicle registered VQH-526 attending to whilst the vehicle was parked in the car park at the Arndale Westfield Shopping Centre at approximately 11.30 a.m. on Wednesday, 22 June 1994?

2. To which Government department or agency is this vehicle attached?

3. Were the terms of Government Management Board Circular 90/30 being observed by the driver of this vehicle and, if not, why not, and what action does the Government propose to take?

The Hon. M.H. ARMITAGE:

1. The driver of vehicle VQH-526 is a Community Nurse working in the western area and was assisting with client business.

2. The vehicle is attached to the South Australian Mental Health Service.

3. Yes.

19. Mr BECKER:

1. What Government business was the driver of the vehicle registered VQN-751 attending to when seen purchasing plants from Lasscocks Nursery, Henley Beach Road, Brooklyn Park on Thursday, 26 May 1994 between 3 p.m. and 3.50 p.m. approximately?

2. To which Government department or agency is this vehicle attached and is it leased from State Fleet or owned by the department/agency concerned?

3. Is provision of the motor vehicle part of a salary package and, if not, why does the driver have access?

4. Were the terms of Government Management Board Circular 90/30 being observed by the driver of this vehicle and, if not, why not, and what action does the Government propose to take?

The Hon. S.J. BAKER:

1. On the day and time in question (Thursday 26 May 1994 at approximately 3 p.m. to 3.50 p.m.), one of the Horse Industry Skills Centre lecturers was en route between Morphettville and Cheltenham Racecourses (Morphettville being the site of the old Skills Centre and Cheltenham the location of the new facilities). During this travel, the lecturer stopped at the Lasscocks Nursery on Henley Beach Road, Brooklyn Park. As a result of the relocation to a new site, the establishment of the grounds surrounding the new facilities is currently in progress. The intention of the lecturer was to examine first hand a range of fast-growing hedge plants that had been recommended by DETAFE grounds maintenance staff with a view to subsequently making specific purchases. These hedge plants are required to establish a wind break adjacent to the riding arena at the Cheltenham site and need to have characteristics that minimise potential injuries to the horses.

2. The Government Motor Vehicle registered VQN-751 is a State Fleet vehicle leased to the Department For Employment, Training and Further Education (DETAFFE). The vehicle is currently allocated to the Horse Industry Skills Centre at Cheltenham Racecourse. The Horse Industry Skills Centre is one of the educational programs offered by the Torrens Valley Institute of TAFE and is run in conjunction with the South Australian Jockey Club.

3. Vehicle VQN-751 is available to the DETAFE staff located at Cheltenham and the vehicle is not a part of the salary package of any of these employees. When not in use the vehicle is garaged within the Cheltenham site.

4. In this particular case, all appropriate policies appear to have been adhered to. However, a letter has been forwarded to the Institute management directing that all staff are reminded of the procedures to follow when using government vehicles.

23. **Mr BECKER:** To which Government department or agency is the vehicle registered VQN-438 attached and is it leased from State Fleet or owned by the department/agency concerned?

The Hon. M.H. ARMITAGE: Vehicle VQN-438 is a Toyota Tarago and is owned by the Women's and Children's Hospital. It is driven by the Red Cross volunteers and is used to transport hospital patients and staff within the metropolitan area.

24. Mr BECKER:

1. What Government business was the driver of the vehicle registered VQM-055 attending to whilst travelling on the main road to Adelaide from Horsham, Victoria on Monday 25 April 1994 between 2 p.m. and 3 p.m. approximately?

2. Who were the adult and children passengers in the motor vehicle?

3. To which Government department or agency is this vehicle attached and is it leased from State Fleet or owned by the department/agency concerned?

4. Is provision of the motor vehicle part of a salary package and, if not, why does the driver have access?

5. Were the terms of Government Management Board Circular 90/30 being observed by the driver of this vehicle and, if not, why not, and what action does the Government propose to take?

The Hon. S.J. BAKER:

1. The vehicle was leased to the South Australian Sports Institute and was transporting squash players who were returning from the Knox Bayswater Squash Championships held in Victoria over the Anzac Day weekend.

2. The car was being driven by Alan McCulloch, Assistant SASI Squash Coach and the passengers were four SASI squash scholarship holders.

3. The vehicle was leased by the South Australian Sports Institute from State Fleet on a short term lease.

4. The vehicle is not provided to the driver on a lease basis. It was leased for the weekend only to service the requirements of the SASI squash program.

5. Yes.

25. Mr BECKER:

1. What Government business was the driver of the vehicle registered VQG-875 attending to when coming out of the Bi-Lo Supermarket at Sturt Street, Mount Gambier and placing groceries in the car on Saturday 21 May 1994 at approximately 1.30 p.m.?

2. To which Government department or agency is this vehicle attached and is it leased from State Fleet or owned by the department/agency concerned?

3. Is provision of the motor vehicle part of a salary package and, if not, why does the driver have access?

4. Were the terms of Government Management Board Circular 90/30 being observed by the driver of this vehicle and, if not, why not, and what action does the Government propose to take?

The Hon. M.H. ARMITAGE:

1. The driver of motor vehicle VQG-875 was a Theatre Nurse at the Mount Gambier Regional Health Service. She was rostered on-call for emergency surgery on Saturday 21 May and Sunday 22 May 1994. The service allows staff members who are rostered on-call and live some distance from Mount Gambier to use Government vehicles to attend emergency call-outs. As after hours emergency call-outs are a frequent occurrence, this has proved to be cheaper than either paying mileage for the use of private cars or the costs of a taxi. On the day in question, the staff member concerned was called in for an emergency case which commenced at 10.00 am and concluded at 1 p.m. As this had prevented her from doing her weekend shopping, she decided to stop in at the Bi-Lo store on the way home. It should be noted that her home is located 22 kilometres from Mount Gambier. It should also be noted that the same staff member was subsequently called back at 4 p.m. that day and again on Sunday 22 May.

2. The vehicle was the property of the Mount Gambier Regional Health Service, but has since been sold.

3. See 1. above.

4. While, in a strict technical sense, the terms of Government Management Board Circular 90/30 were breached in this case, there were mitigating circumstances. The staff member concerned has been cautioned about the need to have due regard to the Circular's requirements on future occasions.

26. Mr BECKER:

1. What Government business was the driver of the vehicle registered VQL-947 attending to when coming out of a shop on Marion Road with bags of groceries on Saturday 21 May 1994?

2. To which Government department or agency is this vehicle attached and is it leased from State Fleet or owned by the department/agency concerned?

3. Is provision of the motor vehicle part of a salary package and, if not, why does the driver have access?

4. Were the terms of Government Management Board Circular 90/30 being observed by the driver of this vehicle and, if not, why not, and what action does the Government propose to take?

The Hon. M.H. ARMITAGE:

1. The driver of vehicle VQL-947 is a Clinical Nurse, Living Skills Program, Marion, who was purchasing food for clients who attended a weekend program.

2. The vehicle is attached to the South Australian Mental Health Service and is leased from State Fleet.

3. The motor vehicle is not part of a salary package. The driver requires access to the vehicle to conduct work tasks.

4. Yes.

27. Mr BECKER:

1. What Government business were the drivers of the vehicles registered VQJ-810 and VQG-367 attending to at the Namu Holiday Farm on Hindmarsh Island on Saturday 21 May 1994 at 11.22 a.m. and why was it necessary for the vehicles to be transported on the Goolwa Ferry?

2. Who were the adult and children passengers in the vehicles?

3. To which Government department or agency are these vehicles attached and are they leased from State Fleet or owned by the department/agency concerned?

4. Is provision of the vehicles part of salary packages and, if not, why do the drivers have access?

5. Were the terms of Government Management Board Circular 90/30 being observed by the drivers of these vehicles and, if not, why not, and what action does the Government propose to take?

The Hon. S.J. BAKER: The vehicle is registered to the Intellectual Disability Services Council (IDSC) of 108 Kermod Street North Adelaide and is owned by them. One of the key roles of IDSC is to enable people with intellectual disabilities to participate and contribute to community life with equality and the greatest degree of independence.

On the weekend of 21 and 22 May 1994 the vehicle, one of two, was being used by staff of IDSC's Southern Office (Christies Beach) as part of their 'Respite Thru Recreation Program'. This is a HACC funded program for children with a disability aged 6 to 16 years. The program is auspiced by IDSC and is located at Christies Beach Office.

Narnu Holiday Farm was booked by Respite Thru Recreation Program. Six children aged between 8 to 13 years spent the weekend at the farm supported by two direct care workers and the program's coordinator. The purpose of the weekend at Narnu was to provide two days respite for the carers of the children concerned. The only approach to Narnu is via the Goolwa Ferry.

The vehicle was being used in accordance with Government regulations and the key roles of IDSC.

The Hon. M.H. ARMITAGE:

1. On the weekend of 21 and 22 May 1994 the vehicle, one of two, was being used by staff of the Southern Office of the Intellectual Disability Services Council (IDSC) as part of their 'Respite Thru Recreation Program'. One of the key roles of IDSC is to enable people with intellectual disabilities to participate and contribute to community life with equality and the greatest degree of independence. The purpose of the weekend at Narnu was to provide two days' respite for the carers of the children concerned. The only approach to Narnu is via the Goolwa Ferry.

2. Narnu Holiday Farm was booked by Respite Thru Recreation Program. Six children aged between 8 to 13 years spent the weekend at the Farm supported by two direct care workers and the program's coordinator.

3. The vehicle is registered to the IDSC and is owned by them.

4. This is a Home and Community Care funded program for children aged 6 to 16 years with a disability. The program is auspiced by IDSC and is located at Christies Beach Office.

5. Yes

MULTICULTURAL AND ETHNIC AFFAIRS

37. **The Hon. LYNN ARNOLD:**

1. Will the South Australian Multicultural and Ethnic Affairs Commission and the Office of Multicultural and Ethnic Affairs be involved in the production of a series of information packages in 21 languages for use by the ethnic media, covering topics of interest to older people of non-English speaking background and their families and, if so, why was their involvement not included in the Governor's speech and, if not, why not?

2. Does the lack of reference other than to the information packages for use by ethnic media made in relation to multicultural and ethnic affairs issues in the Governor's speech mean that the Government does not intend any new initiatives in this area over the next twelve months?

The Hon. DEAN BROWN:

1. This initiative was undertaken by the Commissioner for the Ageing's Office. The Office of Multicultural and Ethnic Affairs has translated the material on behalf of the Commissioner for the Ageing.

2. No. The Multicultural and Ethnic Affairs Commission and the Office of Multicultural and Ethnic Affairs are planning a number of new and exciting developments. The Council for International Trade and Commerce SA Inc. has been launched. Work is progressing on the Interpreter Card. The commission is committing significant resources towards the Non-English Speaking Background Women's Research Project. There are a number of other initiatives in other areas of Government which will reduce communication barriers, ensure equality of access to Government services and utilise the language skills of persons of non-English speaking backgrounds.

MONASH PLAYGROUND

39. **The Hon. LYNN ARNOLD:** Will the Government stand by the offer of an indemnity for the creator of the Monash Play-

ground, Mr Grant Telfer, against past and future claims reported in an article in the *Murray Pioneer* of 19 November 1993 and, if not, why not?

The Hon. J.K.G. OSWALD: The Government has provided a grant to the Berri Council of \$150 000 as a contribution towards the cost of replacing playground equipment at Monash to bring it up to the required safety standards. The Premier and the Mayor of Berri, Ms Margaret Evans, came to an agreement on 26 May 1994 that the money would be used to develop the former playground into an adventure park and picnic area. Unsafe play equipment will be removed, shade trees planted, lawns established, new safe play equipment and barbecues installed. The \$150 000 grant will help to create not just a recreational facility for Riverland families but a significant tourist attraction. It was a great loss for the region when the playground at Monash was forced to close in December 1992 over the question of liability for injuries. However, the new agreement provides the best possible alternative. In offering this level of financial assistance, the Government decided not to provide an indemnity for the playground in light of new evidence that indicated that the playground was unsafe.

When the initial commitment to providing an indemnity was given in January 1993 it was on the basis of information provided at the time about the accident record to the playground. Advice at that time suggested that there had been no injuries resulting in claims for damages. Only two other accidents were specifically mentioned whereas, in reality, more than one person a week had received medical treatment arising out of accidents at the playground. Records from local and metropolitan hospitals show that up to 60 injury cases a year were reported for the playground, with a death resulting from an accident in 1985.

The Government could not responsibly agree to provide an indemnity based on that new information. To do so would have been to condone the opening of a playground which obviously did not meet safety standards and to provide blank cheque insurance coverage at the expense of all taxpayers. Notably, a recent accident case at a Victorian playground resulted in a claim of \$3 million.

The solution reached will allow for the sensible development of the playground into an adventure park which is safe and will be of great benefit to Monash and the Riverland. I understand that the Mayor and other representatives of the Berri District Council have already travelled to Canberra to inspect the type of adventure park that will be established at Monash. As a result, an architect specialising in this field has been commissioned to develop design concepts and then to follow up with design details.

LANGUAGE EDUCATION

43. **The Hon. LYNN ARNOLD:**

1. Is the Minister aware of the following policy statement of the Federation of Ethnic Communities' Council of Australia with respect to the Learning of Languages:

'The formal education system (from preschool to tertiary education is unlikely to be able to cater for all language learning needs; therefore priority should be given to:

(a) learning English, both as a mother tongue and as a second language (including literacy skills);

(b) Aboriginal languages and sign language communication;

(c) bilingual and/or language maintenance programs for which school communities express a preference;

(d) properly resourced programs to ensure that a range of languages will be taught in educational institutions', and if so, does the Minister support this policy and if not, to what aspects does he disagree?

2. What moves has the Government taken since the last election that would advance or retreat from the achievement of those aspects of the policy statement which the Government supports?

The Hon. R.B. SUCH:

1. The Minister is aware of the policy statement of the Federation of Ethnic Communities' Council of Australia with respect to the Learning of Languages and supports the general direction of the policy.

2. Since the last election, the Government has worked towards achievement of key aspects of the policy. This includes:

(a) Supporting the learning of English, given that English language competence is a precondition to participation in schooling and the achievement of outcomes for all students. We are committed to the maintenance and further development of literacy programs, and English as a Second Language programs (both in the new arrivals element and in the general support element of the program)

with additional funding being directed towards the early years, as part of the Early Years Strategy. English Language Acquisition is a particular focus for staff in Aboriginal education, as documented in the Aboriginal Education Operational Plan 1993-95.

(b) For South Australia, curriculum has been developed in Pitjantjatjara and Yankunytjatjara, and discussions are currently being held with Adnyamathanha communities to develop similar curriculum materials. Aboriginal languages which are not as fluently spoken are included as a component in Cultural Studies for specific Aboriginal groups, and as part of Aboriginal Studies courses for all students. In addition, liaison has occurred with SSABSA in the trialling of senior secondary accredited courses through the Australian Indigenous Languages Framework. Resources to comprehensively address Aboriginal languages are limited. Many require extensive reclamation work to constitute a full Language other than English curriculum.

This Government also supports signed language as a means of communication, particularly for students who use this mode of communication to access curriculum. However, the place of signed language within the broader umbrella of languages other than English is a point of debate and discussion both at national and State level. Views range on this issue from those wanting signed languages to be affiliated with languages other than English, to those who oppose the concept totally. While AUSLAN is incorporated both within the Languages Other Than English Statement and Profile, one needs to be mindful of the range of communication codes that exist for people with hearing impairments, in addition to AUSLAN.

(c) South Australia already supports the maintenance and development of languages spoken by students of non-English speaking background, through the allocation of 20 full time equivalent salaries annually. Furthermore, schools are encouraged to consider their ethnicity profile when making decisions about which language to offer. Bilingual programs offered in 1993 are all continuing in 1994 and expanding in 1995. These programs are supported by a Bilingual Project Officer. In addition, our commitment to bilingual programs is evident in the research we have conducted in the field, which has led to a published report on Bilingual Education.

(d) In addition to maintaining the previous Government's commitment to resourcing languages programs in order to meet the requirements of the State Languages Policy (which states that by 1995 all students R-7 will be studying a language other than English, and that all secondary students will have access to the study of a Language other than English), this Government is also undertaking a new initiative to spearhead development in languages education in the next 10-year cycle. The starting point for this next cycle of development is a Strategic Plan for Languages Other Than English 1996-2006, which is currently under consultation within the Department for Education and Children's Services. In due course, it will be available for wider consultation with all stakeholders in the languages field.

Within the schooling sector, South Australia is a national leader, both in its quality of languages programs and in terms of the range of languages taught. In 1993 17 languages were taught in mainstream schools, and 41 were taught in the Ethnic Schools Sector. The Government maintains its commitment to the provision of a diverse range of languages that reflects the multicultural and multilingual nature of our community. We offer leadership in training and development, curriculum development, policy development and advisory support. It will be necessary from time to time to review the range of languages offered, so that we can keep abreast of national and international developments and economic trends.

MODBURY HOSPITAL

45. **Mr ATKINSON:** Can the Minister assure the House that public patients who live in the north-eastern suburbs will not be disadvantaged by the Government's changes to the Modbury Hospital?

The Hon. M.H. ARMITAGE: All negotiations in relation to Modbury Hospital are based upon continued access by public patients to the hospital.

GOVERNMENT VEHICLES

46. **Mr BECKER:**

1. What Government business was the driver of the vehicle registered VQP-513 attending to when dropping off three or four passengers in the Queen of Angels car park on South Road, Thebarton on Monday 30 May and Monday 6 June 1994 at 10 a.m.

when Bingo was being held in the church hall, returning at approximately 1 p.m. on those days to collect them and who were the passengers?

2. To which Government department or agency is this vehicle attached?

3. Were the terms of Government Management Board Circular 90/30 being observed by the driver of this vehicle and, if not, why not, and what action does the Government propose to take?

The Hon. M.H. ARMITAGE:

1. The driver of vehicle VQP-513 was undertaking approved service delivery under the Multicultural Respite Program, which includes a wide range of activities for clients of the Western Domiciliary Care and Rehabilitation Service, including the delivery and collection of multicultural clients to approved and appropriate recreational activities.

2. The vehicle in question is registered to Western Domiciliary Care and Rehabilitation Service.

3. The terms of Government Management Board Circular 90/30 were observed.

PORT WAKEFIELD ROAD

52. **The Hon. LYNN ARNOLD:**

1. How many roads previously feeding into Port Wakefield Road between St Kilda and Port Wakefield have been permanently closed in full or in part as a result of the addition of a dual carriage-way?

2. What is proposed for the former road reserves?

3. Has consideration been given to soil conservation boards or landcare groups having access (either by vesting, peppercorn lease or other means) to some or all of part or all of those areas to enable them to be used for landcare purposes and if not, why not and will consideration be given?

The Hon. J.W. OLSEN:

1. Approximately 34 roads no longer feed into Port Wakefield Road between St Kilda Road and Port Wakefield as a result of the creation of a dual carriageway facility. 19 of these relate to the Virginia-Two Wells deviation which was constructed on a different corridor to the original road. A breakdown of the relevant sections constructed or under construction is as follows:

Port Wakefield—Wild Horse Plains	3
Wild Horse Plains—Dublin	5
Dublin—Two Wells	7
Two Wells—St Kilda	19

These figures exclude roads within towns bypassed.

2. Generally, former road reserves associated with adjoining roads closed to Port Wakefield Road were council roads and therefore have been retained by council. Portions closed immediately adjacent the highway corridor were generally incorporated into road reserve and landscaped.

3. It is normal procedure for Landcare Groups/Soil Conservation Boards to approach a landowner with a proposal and to seek their permission to undertake activities on their land. It is not usual for such bodies to seek ownership or tenancy of such land, only to enlist support of the landowner for the proposal. No requests for support or approval to undertake Landcare-type activities have been received by the Department of Transport in relation to this project.

The Department has received requests from Landcare Groups/Soil Conservation Boards in other areas of the State for support and/or permission to undertake Landcare projects along road corridors and the Department has considered these requests favourably.

In relation to Port Wakefield Road, a major revegetation program is being undertaken. This includes establishing rabbit and weed controls. During the planning phase of the project, great care was

taken to ensure significant areas were set aside for this revegetation program and extra land was purchased to avoid impact on remnant vegetation.

54. **The Hon. LYNN ARNOLD:**

1. When is it expected the overpass over Port Wakefield Road at the southern end of Salisbury Highway to connect with the Gillman Expressway will be completed and when will it be open to traffic?

2. What is the total estimated cost of the overpass and how will that cost have been shared between the Commonwealth and State Governments?

The Hon J.W. OLSEN:

1. The overpass over Port Wakefield Road for the Salisbury Highway South Road Connector is scheduled to be opened to traffic and completed in December 1995.

2. The estimated cost for the overpass is \$4.2m and it is being completely funded by the Federal Government as a National Highway Project under the Australian Land Transport Development Act.

BOLIVAR TREATMENT PLANT

55. **The Hon. LYNN ARNOLD:** How much will be spent on the major rehabilitation of the Bolivar sewerage works and what will be done to control and reduce odours from the works?

The Hon. J.W. OLSEN: In the 1994-95 capital works budget a total of \$3.7 million has been allocated for the major rehabilitation of the Bolivar Wastewater Treatment Plant and another \$360 000 for odour control. A number of major projects to upgrade and replace

	1995	1996	1997	1998	1999	2000
Parafield Gardens High School	925	940	975	980	990	1000
Paralowie R-12 Secondary	595	630	670	700	710	720
Salisbury High School	440	450	460	470	480	490

TRANSADELAIDE

58. **The Hon. LYNN ARNOLD:** Has the Government (or its agencies) had discussions with Morrison Knudsen (or any of its subsidiaries) or any other company with a view to it/them taking over and operating the suburban rail system and, if so, what are the details of such discussions?

The Hon. J.W. OLSEN: Section 39(3)(a)(ii) of the Passenger Transport Act provides:

That, until 1 March 1997, TransAdelaide should be given a reasonable opportunity to provide, or to control the provision of (for example, by subcontracting), a level of services within Metropolitan Adelaide that, when considered on the basis of passenger journeys per annum, does not fall below 50 per cent of the total number of passenger journeys undertaken within Metropolitan Adelaide on regular passenger services provided by TransAdelaide in 1993 (and for the purposes of this subparagraph a calculation of passenger journeys may be undertaken in accordance with principles prescribed by the regulations).

Considering the opportunities provided by Section 39(3)(a)(ii) it is hardly surprising that scores of general inquiries have been received in recent months from individuals and representatives of companies about the potential to participate in the operation of passenger transport services in South Australia in the future.

It is not appropriate to reveal the names and nature of such inquiries. However, the honourable member can be assured that any future involvement of any private sector operator will be on the basis of a competitive tender, not a 'take over' of all or part of the passenger transport system currently operated by TransAdelaide.

59. **The Hon. LYNN ARNOLD:** What is the intention of the Government towards the privatisation or outsourcing of the perway infrastructure for the TransAdelaide suburban rail network?

The Hon J.W. OLSEN: The Minister for Transport has provided the following information:

The Government has no intention of privatising the Perway Infrastructure for the TransAdelaide suburban rail network. However, some maintenance is already contracted out. Other aspects of its operation and maintenance may well be outsourced in future.

61. **The Hon. LYNN ARNOLD:** Is consideration being given to changes to ticketing with a view to introducing 'one ticket, one ride' tickets, thereby eliminating transfer tickets and if so why and when?

existing facilities at the plant are planned, and several of these will also contribute to the control and reduction of odours.

Tenders are currently on call for the replacement of the digester gas mixing compressors for a total project value of \$1.2 million over the next two years. These projects form part of an integrated program to rehabilitate the Bolivar Wastewater Treatment Plant over the next five years with a focus on the control and reduction of odours. In addition to the major rehabilitation budget a further \$1 million has been allocated for a number of minor rehabilitation projects planned to be undertaken this financial year.

SCHOOL ENROLMENTS

57. **The Hon. LYNN ARNOLD:** How many secondary students are enrolled in each of the following schools:

- Parafield Gardens High School
- Paralowie R-12 S; and
- Salisbury High School,

and what are the secondary enrolment projections for those schools for each of the years 1995-2000?

The Hon. R.B. SUCH: Enrolment figures for Parafield Gardens High School, Paralowie R-12 Secondary and Salisbury High School are as follows:

Current Enrolments:	
Parafield Gardens High School	914
Paralowie R-12 Secondary (Secondary Only)	581
Salisbury High School	483
Projected Enrolments:	

The Hon. J.W. OLSEN: TransAdelaide operators have raised the question of 'one ticket, one ride' with me and the Chair of the Passenger Transport Board. The system is one of many ticketing options available for consideration in due course.

62. **The Hon. LYNN ARNOLD:** Does the Government intend to proceed with the privatisation of certain public transport routes, will it equip private operators with Crouzet ticketing systems?

The Hon. J.W. OLSEN: Yes. It is proposed that all contractors providing public transport services previously provided by TransAdelaide will use the Crouzet ticketing system.

DRAINS

63. **The Hon. LYNN ARNOLD:** Does the Government intend to introduce any changes in the charging regime for blockages that occur in drains between the boundary of a user's property and the main sewer trunk and if so, what changes (and will they include costs for roadworks), when and why?

The Hon. J.W. OLSEN: There is no proposal to introduce changes to the present system.

The EWS is responsible for clearing blockages between the boundary and the sewer main. Should the owner call a private plumber to investigate the blockage and discover it is outside the boundary then a fee is paid to the plumber, ie. \$40 during normal hours weekdays and \$60 after hours, weekends and public holidays.

The proposed outsourcing of the EWS's maintenance functions could possibly provide an opportunity for improved cost effectiveness in dealing with this matter although no indication is evident at present.

The clearing of blockages in sewerage connections does not normally involve roadworks.

BUFFER ZONES

64. **The Hon. LYNN ARNOLD:** Does the Government intend to introduce any changes to existing conditions on buffer zones between hazardous industries and residential areas and if so, what changes are proposed and why?

The Hon. D.C. WOTTON: Guidelines for buffer zones used for planning approvals are based on nuisance effects of residual air and noise pollution during normal operations and the potential for conflict in the event of plant failure. In addition hazardous industries may require specific studies to assess their risk to the surrounding

community in terms of fire, explosion or toxic gas release. In this respect policy will not change.

Guidelines used are based on internal documents sourced from interstate and overseas. They are presently being formalised into a policy document.

BURTON PRIMARY SCHOOL

65. **The Hon. LYNN ARNOLD:** What plans does the Government have for expanding the capacity of Burton Primary School that will be required if zoning changes currently under consideration result in a significant increase in the population of the Burton area?

The Hon. R.B. SUCH: Burton Primary School is built on recreation land leased from the City of Salisbury for a period of 15 years with a right of renewal for a further 6 years.

Burton Primary School opened in Term 4, 1990 and showed substantial growth in the first two years of operation. The anticipated enrolment growth has not been maintained since that time due to the slower than anticipated housing development and the smaller families occupying the dwellings within the catchment area of the school.

Preliminary discussions were held with the City of Salisbury during the planning stages for the construction of Burton Primary School regarding the effect of increased development within the catchment area of the school. Options that were considered at the time included:

- Extension of the lease beyond 21 years and the provision of additional accommodation on the current site.
- Purchase of all, or part, of the current site and the provision of additional accommodation on the current site.
- Purchase of part of the current site and part of the former drainage swale and industrial land adjacent to the school site along with the provision of additional accommodation on the adjacent site.

Further negotiations will be carried out with representatives of the City of Salisbury when the implications of the zoning changes become clearer.

PORT WAKEFIELD ROAD

66. **The Hon. LYNN ARNOLD:**

1. What are the predicted traffic volumes on the Port Wakefield Road on each of the key sections of the road between Virginia and Gepps Cross for 1995 and 2000?

2. Is it considered that the road, in its present state, will be sufficient in its capacity for the traffic volumes predicted by the year 2000 or will it be regarded as congested at some point between now and then?

3. What planning is underway to enhance the capacity of the road and when will any such plans be implemented?

The Hon. J.W. OLSEN:

1. Average daily traffic volume projections are available for the years 1996 and 2001 and are as follows for the key sections of Port Wakefield Road, between Virginia and Gepps Cross:

Virginia Bypass—Waterloo Corner Road	15 000 and 21 000 respectively
Waterloo Corner Road—Bolivar Road	22 000 and 29 000 respectively
Bolivar Road—Salisbury Highway	40 000 and 43 000 respectively
Salisbury Highway—Montague Road Extension	33 000 and 34 000 respectively
Montague Road Extension—Cavan Road	49 000 and 50 000 respectively
Cavan Road—Grand Junction Road	22 000 and 22 000 respectively

These projections assume the road network in this area includes the Salisbury Highway—South Road Connector, expected to open early in 1996. The projections for 2001 assume the road network also includes the Montague Road Extension, Stage 2, which is currently being planned as a federally funded National Highway link between Port Wakefield Road and the Salisbury Highway-South Road Connector.

2. Based on these projections, the existing road will have sufficient capacity to cater for traffic volumes between now and the year 2000, without any significant congestion. In fact, south of Salisbury Highway, where current volumes through Cavan are in

excess of 60 000 vehicles per day, congestion levels should substantially decrease, due to the expected diversion of traffic to the new roads being implemented and planned.

3. As indicated above, traffic capacity through the Cavan area will be significantly enhanced on completion of the Salisbury Highway-South Road Connector in 1996. The proposed Montague Road Extension, Stage 2, is being planned which will further enhance traffic capacity through this area. A start date within the next five years is currently being negotiated with the Federal Government for this Extension.

Between Virginia and Salisbury Highway, no specific improvements are currently being planned for Port Wakefield Road, given the adequate capacity of the existing road for some considerable period of time. However, it is intended to develop a long term strategy for future improvements, including additional service roads to prevent direct access to and from abutting properties and possible longer term overpasses at key junctions. Timing of these improvements will depend on future needs and availability of funds. The Department of Transport will continue to monitor the road for minor improvements, particularly at junctions.

CHILDREN'S FILM AND VIDEO FESTIVAL

68. **The Hon. LYNN ARNOLD:** Does the Government intend that the 11th Adelaide International Children's Film and Video Festival held in July this year will be the last such Festival and if so, what is the justification for terminating it and if not, what arrangements and funding will be put in place for staging a 12th Festival?

The Hon. J.W. OLSEN: The SA Council for Children's Films & Television founded the Festivals in 1974 and presented them biennially until 1990, when the SA Film and Video Centre was invited to join the committee. The Festivals were conducted under accreditation by the International Centre of Films for Children and Young People (a division of UNESCO) with international and Australian adult jury members as invited guests.

In 1994 the 11th Festival was presented by the SA Film and Video Centre (SAFVC), and was not affected by the Government's decision to close the SAFVC.

The Festival Committee of the South Australian Council for Children's Films & Television has registered their continuing interest in the planning and presentation of the 12th Adelaide International Children's Film and Video Festival. The committee intends to hold the 12th International Film Festival for Children in 1996 and will be providing a comprehensive funding submission to the Department for the Arts and Cultural Development in early 1995.

SPEED CAMERAS

72. **Mr ATKINSON:** Why do police give priority to speed-camera operations on the 60 kilometre per hour limit stretch of South Road between Wingfield and Grand Junction Roads, lying as it does between the 80 kilometre per hour Wingfield Road and the 80 kilometre per hour limit South Road from Grand Junction Road South to Regency Road?

The Hon. W.A. MATTHEW: It is assumed that the member for Spence is referring to the section of South Road between Grand Junction and Cormack Roads, as Wingfield Road abuts Grand Junction Road. No priority is given by police to schedule speed camera operations at this location.

The area concerned has only been monitored on 11 occasions during the past two years. That particular section of South Road does not lie between two 80 kilometre per hour zones. The first part of South Road from Grand Junction Road to Regency Road is a 60 kilometre per hour limit. On these occasions, police were only monitoring the posted speed limit which is still 60 kilometres per hour.

As the speed limit for that section of South Road is under review, the Police Department has removed the location from the Police Traffic Intelligence Service's computer schedule and informed the relevant speed detection personnel.

SPEED ZONES

73. **Mr ATKINSON:** Why is there an 80 kilometre per hour limit on Wingfield Road and on South Road between Grand Junction and Regency Roads but a 60 kilometre per hour limit on the section of South Road connecting them and why isn't the change to the 60 kilometre per hour limit on South Road signposted?

The Hon. J.W. OLSEN: The Department of Transport is currently considering a proposal for the introduction of a 70km/h speed zone on the section of South Road between Days Road and Cormack Road.

Prior to implementation, the Department needs to seek comments from the local council.

AIR QUALITY

74. **Mr ATKINSON:** What action will the Minister take in response to the results of the Environment Protection Authority's air-quality monitoring of the Hallet Nubrik Brickworks at Yatala Vale, which shows excessive emissions of sulphur dioxide and nitrous oxide in the vicinity of Fairview Park Primary School?

The Hon. D.C. WOTTON: The measured levels of sulphur dioxide and nitrous oxide gases were summarised in a report prepared by the Office of the EPA, and were well below the goals endorsed by the Australian and New Zealand Environment and Conservation Council. The maximum levels found were less than one-tenth of the recommended maximum and could not be considered in any way excessive or represent a concern for public health.

The brickworks do emit an air pollutant of concern with respect to vegetation, however, and that is hydrogen fluoride. Monitoring of that pollutant at the same time and location showed that the goal for Specialised Land Use endorsed by the Australian and New Zealand Environment Council (ANZECC) was regularly exceeded. I stress that the goal is extremely stringent at only 1.8 parts per billion for an exposure time of 12 hours. This reflects the sensitivity of some plants to fluoride. On that basis in December 1993 the operators of both major brickworks in the area were required under the provisions of the Clean Air Act 1984 to take action to reduce their emissions of fluoride compounds.

One of the companies, PGH, had equipment already in place which scrubs fluorides from the kiln exhaust gas. The efficiency of the scrubber has been improved.

Hallet Nubrik, which employed a French technology supposed to reduce the actual release of the pollutant, has had to expend \$750 000 on design and installation of new gas cleaning equipment similar to the unit used by PGH. The installation is due in October of this year. It is expected that the ambient levels of fluoride will then fall below the ANZECC recommended goal. Further measurements will be undertaken in the area by the EPA to monitor the improvement.

HOUSING TRUST RENTS

75. **Mr ATKINSON:** Why do the tenants at 1 Florence Crescent, Brompton, whose dwelling is described by the General Manager of the Housing Trust in a letter of 1 July as 'attached housing' pay \$112 rent given that the Housing Trust circular 'General Rent Increase' lists the rent on attached housing as \$104.50?

The Hon. J.K.G. OSWALD: The Housing Trust's 'General Rent Increase' circular was produced to provide Members of Parliament with prior notice of the 2.6 per cent rent increase which applied from 30 July 1994 to Housing Trust tenants paying full rent.

The circular contained a table which provided an indication of 'increases applicable to a sample of common trust dwelling types.' The figures provided were clearly examples only and not a comprehensive list of the full rents payable by trust tenants.

Within the Housing Trust's rental stock there is in fact a large range of dwelling designs which are classified as 'attached housing'. The full rents for these now vary between \$101.50 and \$116.50, depending primarily on the size of the house.

In summary, the circular referred to indicated that the application of a 2.6 per cent rent increase, rounded to the nearest fifty cents, resulted in increases between \$2 and \$3. The increase of \$3 paid by the tenants of 1 Florence Crescent, Brompton was consistent with that increase.

HOUSING TRUST TENANTS

76. **Mr ATKINSON:** What penalties does the Housing Trust impose for tenants' failure to comply with the reference on page nine of the *Tenants Handbook 'Your Garden'* stating that 'you are required to develop and maintain garden areas that are your responsibility' and what does the word 'required' mean in that context?

The Hon. J.K.G. OSWALD: Under the Housing Trust conditions of tenancy, tenants are required to keep their accommodation clean and tidy. This means that rubbish should not be allowed to

build up around the property, lawns must be mowed regularly and trees and bushes are to be neatly pruned.

If a tenant does not comply with the conditions of tenancy, a 'property notice' is issued to the tenant advising that action is to be taken, for example, to cut the grass, remove rubbish or a general tidy.

If action is not taken, the trust aims to make an appointment with the tenant and agree on action within an appropriate time frame. Other options, such as referral to community agencies who can assist with gardening or special needs are pursued.

Where a tenant continues to take no action the trust will often advise the tenant that work will be arranged to tidy the garden and that the tenant will be responsible for payment of the work. A tenant charge is then raised by the trust.

In 1993-94, the trust initiated a program to upgrade some gardens in particular locations when the property becomes vacant to improve gardens and encourage other tenants to improve their own gardens. The tenants moving into properties with improved gardens are required to maintain those gardens.

In extreme circumstances the trust could pursue eviction proceedings for non-compliance with the conditions of tenancy. However, the trust aims to work with tenants and provide guidance and referral for tenants when they experience difficulty in the upkeep of their gardens.

PIGEONS

77. **Mr BECKER:** What is the answer to Question on Notice No. 11, asked on 15 February 1994?

The Hon. D.C. WOTTON: This question refers to a Question on Notice asked of the previous Minister for the Environment and Natural Resources. The following reply was provided to and approved in Cabinet on 22 November 1993.

There were some deaths of Brown pigeon *Petrophassa sp* during the first Australian Formula One Grand Prix. The veterinarian considers that these deaths were attributed to low flying F-111s.

The Grand Prix office acted upon the zoo's concerns by ensuring that the low flying aircraft flight paths do not pass directly over the zoo.

Since that time and during subsequent Australian Formula One Grand Prix there has been no demonstrable deaths or stress attributed to the event.

GOVERNMENT TRAILERS

The following are responses to the Questions on Notice Nos. 107-119 (1st Session, 48th Parliament) and 101-113 (2nd Session, 48th Parliament) asked in the House of Assembly by Mr Becker MP concerning the number of trailers owned by Government departments.

The Hon. DEAN BROWN: There are no trailers owned under the agencies and authorities under my control.

The Hon. S.J. BAKER: The Lotteries Commission of South Australia purchased a trailer (with canopy) on 12 December 1992 at a cost of \$1 778.00. It has been used on average once per month over the past twelve months for transferring stock between the Commission's warehouse and Head Office. Prior to that time, the Commission had been hiring a taxi-truck which was proving not to be cost effective given the regular use.

The Department for State Services (State Fleet) owns one tandem trailer, used for the collection of accident damaged vehicles. The trailer has not been used during the past 12 months and is currently being painted, ready for sale.

The Hon. R.B. SUCH: 242 trailers are owned by the Department for Education and Children's Services. 169 schools, and to a much lesser degree centres (i.e. Aquatic Centres) used trailers for the following purposes:

- grounds maintenance (removal of rubbish, fallen tree limbs, lawn cuttings, transport of sprinklers and hoses, and rubbish bins).
- camps and excursions (transport of student and supervisors luggage and camping equipment).
- aquatic curriculum (transport of canoes, kayaks, surf skies).
- agriculture studies (transport of live stock and feed).
- cart age of furniture within the school.
- transport of musical instruments/equipment and drama equipment to concerts.
- transport of sport equipment to a sports day venue.
- collection of timber and other materials for technical studies.

- collection of gas bottles and other heavy materials, in remote localities.
- bottle drives to raise funds.
- working bees.
- transport of plants for Landcare.

A few trailers were donated to schools and the others were purchased by fund raising and/or school funds.

Practically all of the schools/centres who own trailers have investigated the hire of trailers, and considered their initial investment and ongoing running costs (\$100 per annum) to be extremely cost efficient, as compared to trailer hire charges of up to \$14.00 per day.

Most trailers are used regularly.

Schools were unanimous in that hiring was more costly in terms of both staff time and expenditure.

Trailers could not be hired at several localities in remote areas.

Those schools/centres who had not investigated the hire of trailers, did not because the trailers have been owned for many years or nearby hire facilities were unavailable.

There have been nine trailers purchased in the past twelve months.

The Hon. S.J. BAKER: The Trade Standards Group of the Office of Fair Trading, Attorney-General's Department uses ten trailers which are towed by government vehicles.

All the trailers have been specifically modified to fit specialised testing equipment and are frequently used for field testing of trade measuring instruments as required by the Trade Measurement Act, 1993. The usage of trailers varies depending on the instruments being tested. I am advised that it is estimated that on average each trailer would be used two to three times per week although there are no specific records for trips and usage.

The trailers are necessary to transport specialised testing equipment to conduct field instrument testing. Hiring trailers for this purpose would not be feasible because of the modifications required to trailers to safely accommodate this equipment.

No trailers have been purchased in the past twelve months.

The list below details the trailers and the testing purpose.

Reg. No.	Description	Use
TXU 783	Tri-axle 20t	Weighbridge Test Unit
TUL 495	Dual axle 8 x 5	Mass testing unit—lt
TUL 496	Dual axle 8 x 5	Firewood/sand trial purchases—cage
TMZ 885	Single axle 6x4	200L meter test unit
TMZ 884	Single axle 6x4	Tanker test unit M/Meter
TMZ 883	Single axle 6x4	200L meter test unit
TQL 210	Single axle 6x4	LPG meter test unit— M/Meter
TML 069	Single axle 6x4	Tanker test unit— M/Meter
TUL 497	Single axle 6x4	200L meter test unit
TUL 498	Single axle 6x4	200L meter test unit

None of the other department agencies or authorities under my control owns a trailer.

The Hon. G.A. INGERSON:

Australian Formula One Grand Prix

1. One trailer is owned by the Australian Formula One Grand Prix Office.

2. This trailer is used frequently for transfer of Grand Prix assets.

3. Hiring of trailer when needed is not appropriate.

4. No trailers were purchased in the past twelve months.

Department for Industrial Affairs

1. Two trailers—one trailer is owned by Mining and Petroleum Branch purchased in 1991 and one by Dangerous Substances Branch purchased approximately 15 years ago.

2. In the past 12 months Mining and Petroleum have used trailers on 10 occasions and travelled approximately 10 000 king. Dangerous Substances Branch have used trailers a total of four months of varying duration.

3. Mining and Petroleum—on transfer from Department of Mines and Energy the use of a special 4 wheel drive van was lost. To overcome the loss, two vehicles would have been required to transport explosives, drilling equipment, fuels and lecture material as one of the Branch's major functions is in the training of government employees e.g. police, EWS, ETSA, Marine and Harbors, National Parks and Wildlife, etc. on the safe and efficient use of explosives. Courses are also conducted through TAFE for farmers and all costs are recovered.

Dangerous Substances Branch—used for spreading quarry rubble to maintain the roads at the Explosives Magazines at Dry Creek; herbicide spraying at the Magazines to control the vegetation; fire fighting and as a stand-by unit when carrying out operations involving the possibility of the spread of fire. The latter two uses required the trailer to be fitted with purpose built frames and associated equipment which are specific to the particular trailer.

4. Mining and Petroleum—the trailer is set up in such a manner to alleviate manual handling problems and to conform with rules regarding transport of explosives. It is also fully enclosed, designed to carry all of the equipment. Hiring would not be feasible.

Dangerous Substances Branch—the trailer owned by the Branch is customised. The use of hired trailers could lead to difficulties with sizing and the fitment of equipment.

5. Neither Mining and Petroleum or Dangerous Substances Branch purchased any trailers in the past 12 months.

SACON

1. Number of trailers—92.

2. A recent review of trailers has been conducted with a number being salvaged at auction. The remainder are used regularly for carting materials, plant and goods etc. A number of these trailers are specialist units (i.e. drain cleaning machines, tanker, trenching machine trailer and air conditioning carrier) that have been built for specific purposes.

3. Hiring trailers has not been investigated. As the capital outlay for these trailers was made some years ago and maintenance is minimal, it is considered more economical to keep them than hire units.

4. No trailers have been purchased in the last twelve months.

SA Tourism Commission

Nil.

Work Cover

Nil.

Occupational Health and Safety Commission

Nil.

The Hon. J.W. OLSEN:

Engineering and Water Supply Department

The EWS has 287 trailers as follows:

· trailer general purpose 2 wheel	120
· trailer general purpose 4 wheel	91
· trailer boat	25
· trailer tilt	24
· trailer specialist (e.g. pipe carrier)	10
· trailer 8 wheel	9
· trailer tanker	4
· trailer heavy duty machinery	4

The EWS Fleet Unit leased equipment, including trailers, to other areas of the EWS department where there is a demonstrated long term need for the equipment. Short term needs for equipment are satisfied by hiring from the private sector.

Detailed utilisation statistics are not maintained for trailers. However, cost comparisons indicate that in general where plant utilisation exceeds two months per year it is more cost effective to utilise long term lease from the EWS Fleet Unit rather than short term hire.

A total of 8 trailers were purchased in the last twelve months as follow:

- 3 heavy duty machinery carriers to comply with current occupational health and safety regulations.
- 3 tipping trailers to replace worn out units.
- 2 general purpose 2 wheel trailers as replacement units.

In 1992 the EWS had a total of 369 trailers. This has been reduced to the current holding of 287 to match current needs.

Economic Development Authority

The Economic Development Authority does not own, nor has used in the past twelve months, any trailers.

MFP Australia

MFP Australia does not own any trailers.

Electricity Trust of South Australia

ETSA has 650 trailers as follows:

Trailer Mounted Concrete Mixers	48
Mower Trailers	2

General Purpose Trailers 156
Special Purpose Trailers 444

Because of the specialised nature of the equipment and the number and location of the trailers, detailed utilisation statistics are not maintained. However I can advise that ETSA is reviewing its needs for equipment listed above as part of the continuing restructuring of ETSA and a significant rationalisation of the equipment is expected.

In the past twelve months the following items were purchased:
24 May 1993 St Mary's Depot S/Loading Redmond Cable Carrier Tandem Axel.

16 August 1993 Trailer Bobcat 843 with attachments.

Hiring of trailers and equipment is an option when ETSA equipment is not available, but as ETSA has always been self-sufficient with regard to the equipment referred to, hiring has not been considered, but with restructuring of ETSA over the past few years any cost saving options which may be accrued by hiring equipment will be investigated.

The Hon. M.H. ARMITAGE:

South Australian Health Commission

There are seventy two (72) trailers suitable to be towed by Government vehicles and owned by health units under the control of the Minister for Health. Forty one (41) of these trailers are owned by health units located in the country.

All trailers are used for general cartage. This includes transportation of general waste and rubbish, hospital equipment and stores, general grounds maintenance and—gardening duties.

Hiring of trailers has not been considered an option, due to the constant use of trailers in all health units. The hiring cost would be far greater than the original cost price of each trailer. In the case of most country areas, local facilities for hiring trailers are not available.

Five (5) trailers were purchased in the; past twelve months.

Department of State Aboriginal Affairs

The Department owns two trailers suitable to be towed by Government motor vehicles.

One trailer is based at Marla and is used on average 3 days per month which calculates to 36 days usage in the past twelve months. The trailer is used for carting heavy duty generators, gas bottles and other large objects to service Aboriginal communities in the far north-west of the State. No hiring facilities are available at Marla.

The other trailer is used exclusively for storing and carrying a canoe. The canoe is used for conducting Aboriginal culture and heritage activities. Therefore, the trailer has been used continuously over the past twelve months. In view of the continual usage, the hiring of a trailer would not be practical and-cost effective.

The Department has not purchased any trailers over the past twelve months.

The Hon. J.W. OLSEN:

Road Transport Agency

The Road Transport Agency (RTA) owns 383 trailers. All except four of these trailers are fitted out for specific purposes such as fuel tanks, water tanks, bitumen sprayers, mobile traffic signals etc. The towing attachments for these trailers are such that they cannot be towed by conventional light vehicles.

The RTA currently owns four conventional trailers which can be towed by light vehicles, and a further ten have been ordered. These trailers will be used in rural areas and have been purchased as an economy measure to allow supervisors to transport stores and equipment to gangs in the course of their normal duties rather than using dedicated stores trucks. AU trailers are utilised on a full time basis.

Trailers are purchased when they are required on a permanent basis as this is generally more economical than hire. However, there have been some occasions when trailers were hired for short term requirements. Two trailers have been purchased in the last 12 months.

Office of Transport Policy and Planning

The Office of Transport Policy and Planning does not own any trailers.

Marine and Harbors Agency

The Marine and Harbors Agency owns 47 trailers and none were purchased in the past twelve months.

Marine Safety Division has 13 trailers, 9 of which are boat trailers for the towing, launching and recovery of Marine Safety Officer's patrol boats as follows:

Port Lincoln	1
Walleroo	1
Port Adelaide	3
Murray Bridge	2
Berri	1
Mount Gambier	1

In addition the Division possesses 2 6x4 box trailers used for carrying educational materials and general items located as follows:

Port Adelaide	1
Mount Gambier	1

Country based patrol boat trailers are used 16 hours per week and city based trailers 24 hours per week. Outside of these hours the boats are housed on the trailers.

The box trailer at Mount Gambier is used 1 hour per week and at Port Adelaide 1.5 hours per week.

The Division also manages two box tandem Oil Pollution Response Trailers bought by the Commonwealth Government. They are purpose built and fitted out for emergency response to oil spills. They are thankfully used infrequently.

Hiring is not considered appropriate for trailers dedicated to patrol boats and is not considered convenient or economic for the box trailers.

Port of Adelaide Division has 5 trailers and details of their nature and use follows:

Description	Purpose	Special Features	Usage
Freighter 10T 4 wheel heavy duty	Heavy haulage of construction material down wharves etc.	Heavy capacity and small size	(On loan to Regional Ports)
10'x6' box tandem	Haulage of battery pallets for navigational aids	Fitted with electric crane davit	30%
8'x6' flat tandem	Haulage of water hoses/equip for provision of ship water	Purpose built, racking and equipment for purpose fitted	80%
9'x5' box tandem	General purpose maintenance unit	Nil	70-80%
4'x3' flat	Used for assisting the lowering of drop down flood light poles	Purpose built elect/hydraulic unit	30%

Due to the specialist nature of most of the units, hire is not appropriate or possible, and would not be economic for the general unit given the level of usage.

Regional Ports Division has 17 trailers excluding the one on loan from Port Adelaide. Details follow:

TRAILERS—REGIONAL PORTS DIVISION

ITEM	THEV	LINC	PIRIE	WALL	GILES	KI	SE
No.	4	4	2	2	2	2	2
Reason for ownership and usage (days over past year)							
1. Firefighting equip.	1,#	1,#					
2. Oil spill equip. (Commonwealth acquired)	1,#						
3. Bobcat	1 100						2x50
4. Boat			1 50			1 20	
5. Quarantine rubbish		1 150					
6. General purpose	1 150	1 100	1 200	2x150	1 150	1 100	
7. Flat top		1 50			1 50 (on loan)		

Trailers marked # are dedicated to special or emergency equipment and therefore hiring would be impractical.

Trailers at ports form part of equipment used to respond to storm damage and other emergency situations and therefore personnel need to respond quickly at any time of the day. Hire of trailers (where available) would be impractical. At Thevenard there are no hire opportunities within 400 kilometres.

Technical Services Division has 12 trailers, 8 which are boat trailers for Hydrographic Survey boats, construction and maintenance dinghies and a divers boat. These latter boats are all dedicated to the various craft and the boats are kept on them when not in the water.

The other 4 are multi-purpose trailers as follows:

- 1 to carry survey gear used 25 days/year
- 1 to carry divers gear used 20 days/year
- 1 for general construction used 30 days/year
- 1 to transport Bob Cat and Sweeper 100 days/year.

The cost of ownership of these trailers is small and having a very low sale value, they would not be disposed of.

State Transport Authority

The State Transport Authority (ST A) owns 58 trailers suitable for towing by Government vehicles.

Over the past twelve months the trailers have been used for the following purposes:

- a. Air compressors 14
- b. Toilet trailers 9
- c. Generators 2
- d. Machine transport 6
- e. Welding Machines 2
- f. Fuel/water tankers 4
- g. General cartage 21

Of these trailers, 21 have been identified as surplus to requirements and are being disposed of.

The usage of the trailers varied depending on the work being performed with some trailers used daily and others as required.

In the past, trailers have been hired by the STA when the need has arisen.

No trailers have been purchased in the past twelve months. Department for the Arts and Cultural Development

The Department for the Arts and Cultural Development, including the History Trust of SA, and the Statutory Authorities under the responsibility of the Minister for the Arts, own 9 trailers suitable to be towed by Government motor vehicles.

No trailers have been purchased within the last twelve months. Hiring of trailers would not be a cost saving measure due to the specific nature and frequency of use by the various agencies, as expounded below:

- The Art Gallery of SA owns one four wheeled trailer fitted with

a winch, which is used to transport display furniture, showcases, crates, portable walls, a mobile crane and other items. It is used on average five times a month.

- Carrick Hill owns one trailer which is used by the Gardening Staff on a daily basis, and is not used outside of Carrick Hill grounds.
- The History Trust of SA owns five trailers, consisting of:
 - two boat trailers attached to the Maritime Museum's collection;
 - one four wheeled vehicle transporter used by the National Motor Museum to transport display vehicles to specialist repairers and display sites;
 - one used by the National Motor Museum to transport motor cycles, rubbish removal and fire fighting equipment; and
 - one trailer used by the Maritime Museum to transport artefacts and exhibitions between its various sites.
- The South Australia Museum has owned an off road trailer for fifteen years, which is used on collection trips. It is used on average once a month for 7-10 days at a time.
- The South Australian Country Arts Trust has owned one trailer for fifteen years, which is used to transport small performing arts touring shows around the State.

SA Housing Trust

The South Australian Housing Trust owns eighteen trailers, ranging from small single axled to open and closed tandem trailers, machine/implement transporters and mobile toilets.

The majority of these trailers are used daily but no specific records are kept regarding utilisation.

The trailers are required primarily for use by the Trust's Development Division for the transportation of goods, materials and machinery used in the development and maintenance of Trust properties. Mobile toilets are used by staff performing these functions in the field. Notwithstanding this it is anticipated that a significant number of these trailers will be disposed of through State Supply in the near future, following the closure of the Horticulture Construction Section of the Trust.

While the Trust has not recently investigated the possible cost savings associated with the hire of trailers, it is relevant to note, that recently when one of the Trust's machinery transporter's was out of commission no suitable replacement could be obtained for hire despite extensive inquiries throughout Government departments and private industry.

The Trust has not purchased any trailers in the past twelve months.

Office For Recreation, Sport and Racing

Three trailers suitable to be towed by Government vehicles are owned by the Office for Recreation, Sport and Racing. Two are allo-

cated to Recreation SA and one to the State Shooting Park.

Recreation SA trailers One known is as the promotional trailer and the other as the Heysen trailer.

The use of the trailers in the past twelve months has been varied with the promotional trailer being used most week-ends to transport display boards, tents and other promotional materials. This trailer was purpose built as nothing else was available to suit the office's requirements.

The Heysen trailer is used most days of the week and nearly every weekend to transport trail furniture and equipment for the continuing maintenance of the Heysen Trail, Mawson Trail and Mt Lofty Trails. This trailer was donated by 'Life. Be in It'.

The cost/benefits of hiring trailers has been investigated, with additional trailers hired from time to time when required.

State Shooting Park
One trailer, is used as a tip trailer and is used daily for Park clean-up. The hire of a trailer is considered uneconomical due to the frequency of use.

South Australian Urban Land Trust

Nil.

State Local Government Relations Unit

Nil.

Homestart

Nil.

TAB

Nil.

South Australian Co-Operative Housing Authority

Nil.

Planning Division

Nil.

The Hon. D.S. BAKER:

Department of Primary Industries SA

There are 173 registered trailers owned by Primary Industries which are suitable to be towed by Government motor vehicles.

These are broken down by program area as follows:

Forestry:	79
Fisheries:	20
Horticulture:	36
Sustainable Resources:	3
Livestock:	14
Field Crops:	21
Total	173

Of these, 74 are designed for a specific purpose or are fitted with specialised equipment and 13 trailers are for boats.

There are 23 unregistered trailers as the work involved does not require any road travel.

Usage of the trailers varied in the past twelve months between program groups. Some were used constantly, some were seasonal, some used only when certain events occurred (e.g. outbreak of fruit fly, etc.).

Where hiring of trailers has been investigated, it was found to be more economical to purchase due to the following reasons: the constant use of the trailers, the design requirements, the location of the work to be done where hiring was not available, and the time of day when they have been required.

Four trailers have been purchased in the past twelve months. Reasons for purchasing the trailers varied also, from cart age of equipment to different work sites (e.g. fuel, tools) to special fittings attached to trailers such as spray/fire fighting equipment, boat trailers for Fisheries patrols, carting livestock and grain.

South Australian Research and Development Institute (SARDI)

There are 70 trailers owned by SARDI which are suitable to be towed by Government vehicles.

Of these, 36 are designed for a specific purpose or are fitted with specialised equipment and 13 are for boats.

Usage of trailers varies but most are used on a regular basis, several times a week, with the majority of trailers used daily during seeding and harvesting seasons.

Where hiring of trailers has been investigated, it was found to be more economical to purchase due to the constant usage, the specific design requirements and the location of the work to be done where hiring was not available.

Four trailers have been purchased in the last twelve months, all of which were specific purpose built.

Department of Mines & Energy

The Department of Mines and Energy, as at 28 March 1994, owns sixteen (16) trailers, comprising standard 6 x 4 up to semi-trailers. Of the sixteen, two (2) have been identified as surplus and will be disposed of shortly.

Trailers are occasionally hired from private sources. Average

usage for each trailer owned is approximately 60 days per year.

During 1993 four (4) trailers were salvaged via State Disposals. All the trailers are involved in support of field operations, i.e., drilling and are used to carry equipment and supplies. Two trailers have been purchased during the last twelve months: one (1) semi-trailer ex Department of Road Transport, and one (1) to carry a mobile cool room recently renovated.

Pipelines Authority of SA

The Pipelines Authority owns 43 trailers suitable to be towed by Government motor vehicles. Of these, 36 trailers are purpose built to carry specialised equipment and 7 trailers are of the conventional type.

The Authority's trailers are located at Peterborough and Dry Creek. The usage of these trailers in the past twelve months is essentially for the purpose of carrying plant and equipment on a regular basis to carry out repairs and maintenance on the 780 kilometres of pipeline from Moomba to Adelaide.

The Authority owns these trailers to transport plant and equipment to carry out maintenance on the Moomba to Adelaide pipeline. In addition, most trailers are modified to meet a specific purpose to carry specialised equipment such as fire trailers, welding machines, emergency trailers, fuel trailers, etc.

It is considered economical to own the trailers than to hire due to remote operational requirements and availability when required.

The Authority purchased two trailers in the past twelve months.

Forwood Products Pty Ltd

Forwood Products own eight trailers over its three production sites, of these six are used only within a site and are unregistered.

Six trailers are in daily use carrying timber products and maintenance equipment. One trailer is fitted with weed control spray equipment and is used irregularly as needed.

One trailer is used every second day for the transport of saws between mill sites.

Hiring of trailers is not appropriate as the trailers are either—

- in daily use
- specifically fitted for purpose; or
- kept loaded with maintenance equipment, e.g. welders, for immediate use in the event of a plant break-down.

The only trailer purchased in the last 12 months was second-hand from the Department of Primary Industries.

The Hon. D.C. WOTTON:

Department of Environment and Natural Resources

The Department of Environment and Natural Resources owns 127 trailers. Trailers are considered as minor plant and it is accepted industry practice to allocate minor plant to the various operating branches on a permanent basis. As such there is no recording or monitoring of usage, as there exists no meaningful way to do so.

The reason for ownership of trailers is to carry out essential core functions associated with maintenance of reserves dedicated under the National Parks and Wildlife Act and Botanic Gardens as well as operation of the Survey function for Government.

Hiring of trailers has not been investigated as the need is currently met and, in the majority of cases given the decentralised nature of the department's operations, there is no opportunity to hire.

The department has purchased only one trailer in the last twelve months and this was paid for by the Department of Mines and Energy as part of a survey project in the more remote areas of the State.

The Commissioner for the Ageing

The Commissioner for the Ageing has no administrative responsibility for any trailers owned or controlled by the State Government.

Department of Family and Community Services

56 trailers suitable to be towed by Government motor vehicles are owned by the Department of Family and Community Services.

Trailers have typically been used 3-4 times a week in the past 12 months.

It is difficult to ascertain exact usage, but trailers are mostly used:

- transporting camping equipment when the Department runs Wilderness and Alternative Detention camps for Young Offenders and Adolescents at Risk.
- transporting canoes, boats which the Department owns to run Duke of Edinburgh Programs for young people.

The Department is presently undertaking an investigation of the cost-effectiveness of hiring trailers as an alternative to owning.

3 trailers have been purchased in the last 12 months of which one has not yet been registered.

The Hon. W.A. MATTHEW:

Emergency Services

The Police Department owns forty nine trailers. Thirty five are

purpose built to meet specific departmental needs, these include; horse trailers, motorcycle trailers, water tankers, boat trailers, display trailers and crime scene trailers. A further six have been modified or adapted, to cater for specific purposes. Usage includes; transportation of SES equipment (on 24 hour stand-by), camping trailer (used by Youth Programs Unit), motorcycle transport and witness relocation programs. One damaged trailer is beyond economical repair and is destined for salvage.

Seven 'general purpose' trailers are in constant use and trailer hire is not a cost effective alternative.

Three trailers were bought during the last twelve months. Each is designed to meet a specialised need which could not be adequately addressed through the use of a general purpose trailer.

The Country Fire Service owns 49 trailers. The majority are fitted with specialised equipment and are classified as dedicated rescue, dangerous substance, compressor, pump, competition and training trailers. The trailers are strategically located throughout the State and are a cost effective alternative to dedicated vehicles.

The usage of CFS trailers in the past twelve months has been reliant upon operational incidents, training schedules and the general transportation of goods to maintain operational readiness. In most instances, volunteers utilise the CFS trailers as part of the operational response requirement.

The impracticalities of setting up specialised equipment on hired trailers include difficulties in securing the specialised equipment on trailers (such as pumps and compressors). The risk of damage to the specialised equipment is enhanced. Compliance with Occupational Health and Safety requirements would require suitable handling equipment for loading and unloading of trailers. In addition, the availability of trailers for hire cannot be guaranteed, particularly in the remote areas of the State.

For the above reasons the CFS has not investigated the hiring of trailers as a cost saving method. During emergencies, the hiring of trailers is an option, should additional trailers be required for transport purposes.

In the past twelve months, the CFS has purchased one additional and one replacement trailer. A further trailer has been donated by a benevolent organisation to a Brigade within the South East Region.

The South Australian Metropolitan Fire Service owns seventeen trailers. The majority are permanently loaded with specialised equipment and are strategically located. Other trailers are used by Engineering, Training and Fire Safety Divisions. In all cases of trailer usage, the cost of the trailer has been weighed against the cost of using a vehicle with similar carrying capacity, e.g. utility, truck, etc.

The SAMFS considers the hiring of trailers to be impractical due to the need for some units to have specialised response equipment permanently mounted, and, the requirement of availability in respect of twenty four hours emergency response.

The SA St. John Ambulance Service Inc. owns eleven trailers. Eight are equipped for use in the event of a disaster; one is set up for carrying out radio surveys in the country and can also be used as the base for erecting an emergency temporary radio mast in remote areas; and, two trailers are for general purpose uses.

Trailers are owned rather than hired because of the specialised use and the need for immediate availability. No trailers have been purchased in the past twelve months.

Correctional Services

The Department for Correctional Services owns forty four trailers in twenty one locations throughout the State. Some are made within the Department and the others are purchased from commercial manufacturers of trailers.

The majority of the trailers have been purchased for Community Correctional Centres located throughout the State and are used for a wide variety of Community Services Projects. These trailers are in constant use transporting materials, equipment, moving furniture, dumping rubbish and a multitude of community services order tasks. Others located at institutions are used to transport building maintenance materials and minor equipment.

The cost of hiring trailers varies depending on size and duration but would not be economically viable given the constant use.

Five trailers have been purchased in the past 12 months.

The Hon. R.B. SUCH: There are seventy-nine (79) trailers currently suitable to be towed by Government motor vehicles within DETAFE. The locations of these trailers are scattered throughout the ten Institutes of TAFE and their respective campuses.

Usage of trailers varies between Institute Campuses, however, usage is extensive (in most cases, two/three times per week) and use is predominantly for transportation of materials and equipment within educational programs (including five mobile work-

shops/classrooms) and for general grounds maintenance.

A number of trailers have been fabricated by students as part of their educational training programs.

The possibility of hiring trailers in lieu of those purchased has been considered by most Institutes, however, has been dismissed in most cases as the frequency of hire would not prove cost effective due to the extensive usage of the trailers as outlined above.

Ten trailers were purchased in 1993. Of these, three were purchased as replacements for existing trailers.

GOVERNMENT CARAVANS

The following are responses to the Questions On Notice Nos. 94-106 (1st Session, 48th Parliament) and 88-100 (2nd Session, 48th Parliament) asked in the House of Assembly by Mr H Becker concerning the number of caravans owned by Government Departments.

The Hon. J.W. OLSEN:

Road Transport Agency

The Road Transport Agency owns 113 caravans, none of which can be towed by conventional light vehicles because of a combination of tow bar height, hitching mechanism, braking requirements and caravan mass. No caravans have been purchased in the past 12 months; the caravans are used principally for mobile camp accommodation in the far north of the State and for mobile offices on work sites; the hiring of caravans has not been considered as most are purpose built for the unique far north mobile camp requirements and work site usage; the caravans are utilised on a full-time basis and any units which become surplus to requirements are disposed of as they are identified.

Office of Transport Policy and Planning

The Office of Transport Policy and Planning does not own any caravans.

Marine and Harbors Agency

The Marine and Harbors Agency owns 5 caravans and none were purchased in the last 12 months. Two are used as lunch rooms on construction sites and were used for approximately 90 days in the last 12 months. They have been in the Agency for many years and the cost of ownership is very small and would have very low resale value. When they need to be replaced the option of hiring would be considered. One is purpose fitted incorporating toilet and public phone for security/gatehouse duties at remote berths and where an additional security post is required for port related activities. It is also used as a lunch room. It was used for approximately 130 days in the last year. Due to the specialist/purpose built nature hire of such equipment is not possible or viable. Two are used in Regional Ports as work stations, lunch and change rooms, one each at Wallaroo and Port Lincoln for 50 days and 100 days respectively in the last year. These two vans currently remain in a program of progressive disposal. When purchased the rental option was not considered due to the remote location and the nature of the work.

State Transport Authority

The State Transport Authority (STA) owns 14 caravans suitable for towing by trucks equipped with a ring type towing hitch. No caravans have been purchased in the past twelve months. The caravans owned by the STA are to provide tool and equipment storage, toilet facilities and cooking and dining amenities for the field work staff. There are no caravans with equivalent specifications available for hire within the private sector. Of the caravans within the STA, eight have been used on a daily basis. The remaining caravans have been identified as surplus to requirements and are being disposed of.

Department for the Arts and Cultural Development

The Department for the Arts and Cultural Development, including the History Trust of SA, and the Statutory Authorities under the responsibility of the Minister for the Arts, own one caravan suitable to be towed by Government motor vehicles. The caravan has been owned by the South Australian Museum for the last 33 years, and is used as a mobile field station laboratory. Hiring of caravans would not be a cost saving measure due to the scientific nature of use by the South Australian Museum. The caravan is currently stationed at Devon Downs where it has been for the last six months.

The Hon. R.B. SUCH: The number of caravans owned by the Department for Education and Children's Services is four. There were no caravans purchased in the past 12 months. The reason for ownership is to assist with the delivery of education services in the Aboriginal Homelands at Oak Valley. The hire of caravans used for the above purpose has not been investigated, as these caravans are specially fitted to provide overnight accommodation for a teacher as well as a small teaching area. The caravans have been moved around

the Aboriginal Homelands in Oak Valley to meet the schooling needs of Aboriginal student populations at different localities.

The Hon. D.S. BAKER:

Department of Primary Industries (SA)

There are five caravans suitable to be towed by Government motor vehicles, which are owned by the Department of Primary Industries, two in the Forestry Program, three in the Horticulture Program. None were purchased in the last 12 months. Some caravans are used as temporary office accommodation when outbreak of fruit fly occurs, some as display caravans for field days and field trips. Hiring of caravans has been used in some areas and has at times been cost efficient. Other times it has not been feasible as caravans are set up with permanent displays etc. inside. Usage in the past 12 months for some of the caravans has been approximately ten times per year for one to two weeks. Others have been used when outbreak of fruit fly occurs, once in the past six months, for a period of 12 weeks.

South Australian Research and Development Institute (SARDI)

There is only one caravan suitable to be towed by Government vehicles, which is owned by SARDI. None were purchased in the last 12 months. The caravan, bought at auction from the E&WS, is used by the Aquatic Science Strategic Research Area as a mobile research laboratory station in the Riverland and Flinders Ranges. Hiring of a caravan is not considered feasible due to the special fit out of the caravan.

Department of Mines & Energy

The Department of Mines and Energy, as at 28/3/94, owns 14 caravans which comprise 13 for use in field support operations, i.e., ablution, kitchen, sleeping and office types and one caravan used for alternate energy displays. During the last 12 months one caravan has been purchased which is the display van utilised by the Energy Information Centre. This caravan replaced an existing one and was funded by the Commonwealth. During 1993 six caravans were salvaged via State Disposals. Recently, caravans are hired through the Department of Road Transport as and when required. Average usage for each caravan owned is around 100 days per year.

Pipelines Authority of SA

The Pipelines Authority of SA owns 3 caravans which are suitable to be towed by Government motor vehicles. These caravans are approximately 20 years old. No caravans were purchased in the past 12 months. The three caravans are located at Peterborough. The usage of these caravans in the past 12 months is essentially to provide accommodation/ablution facilities to the maintenance crews on the PASA owned 650 km, right of way on the Moomba to Adelaide pipeline.

The Authority owns these caravans as it is not possible to hire caravans to meet operational requirements at short notice. As these caravans are purpose built to operational requirements, it is considered economical to own these caravans than to hire.

Forwood Products Pty Ltd

Forwood Products does not own or use any caravans in its business.

The Hon. D.C. WOTTON:

The Department of Environment and Natural Resources

The Department of Environment and Natural Resources own eight caravans; none of these were purchased in the last 12 months.

The caravans serve two main functions—

firstly, as on site work vans for construction and maintenance staff working in remote locations within the parks and reserves dedicated under the National Parks and Wildlife Act. This is a requirement under the Occupational Health Safety and Welfare Act.

secondly, as on site air quality monitoring stations as required under the provisions of the Clean Air Act.

The cost of hiring vans has not been considered primarily due to the specialised functional fit outs required for the caravans. The caravans are considered minor plant and as such are allocated to the various branches of the agency to undertake core business functions. Minor plant is not monitored for usage and consequently there are no records available. Any attempt to provide such figures would be meaningless, if not misleading.

Commissioner for the Ageing

The Commissioner for the Ageing has no administrative responsibility for any caravans owned or controlled by the State Government.

Department of Family and Community Services

Three caravans suitable to be towed by Government motor vehicles are owned by this Department.

Nil caravans were purchased in the last 12 months.

The caravans are used for emergency accommodation for adolescents and children and are generally available to assist the Department's large number of foster carers to assist with emergency

placements.

The Department does hire caravans in certain emergency circumstances and considers the current balance between ownership and hiring caravans to be economically sound.

Out of the 3 caravans the Department of Family and Community Services own, only 2 caravans were used in the past 12 months for emergency accommodation.

- The caravan that belongs to SE District Centre was relocated on 10/21/94 to Millicent for temporary accommodation for two children. These children are not under guardianship, but are part of a family reunification program. Their mother is waiting for a sleep out to be built onto the existing residence by the South Australian Housing Trust. It is not known how long the caravan will be used, but the two children are currently living in the van on a daily basis. Prior to this date the caravan was at Naracoorte for accommodation for foster children, in approximately November/December 1992 at 4 Pyne Close (Youth Services), Mt Gambier (unused) and in September 1993 at Casterton (Vic) on loan to IDSC re intellectually disabled child.

- The caravan that belongs to Southern Independent Living was used for a period of 10 months (6 months for accommodating 1 child, 4 months for accommodating another child).

Consideration is being given to whether the Department has a continuing need to own the third caravan.

The Hon. W.A. MATTHEW:

Emergency Services

The South Australian Metropolitan Fire Service, the Country Fire Service and the SA St. John Ambulance Service Inc., do not own any caravans. The Police Department owns five caravans. None were purchased during the last 12 months.

Two police caravans are designed as mobile police stations for use at major events demanding a high level of on-site police presence. During the past 12 months these were used on forty six occasions. A third caravan is an old unit kept for use in special operations. It was used for one extended period during the past year. The van has very little residual value, but, this does not detract from its operational value. The option to hire in the case of this unit would be cost negative.

One caravan is used by the SES as a mobile operations centre during emergency response operations. It was totally funded by the Commonwealth Government and was used seven times in the past 12 months.

The fifth caravan was donated by the Caravan and Camping Association and is fully sponsored by SGIC. It is used for the presentation of traffic safety material and displays throughout the State and was put into service on 12 occasions last year.

With the exception of the old caravan, the remainder are purpose built. The hire of alternative caravans from those available in the private sector is not an operationally viable option.

Correctional Services

The Department For Correctional Services does not own any caravans.

The Hon. S.J. BAKER: The Office of Fair Trading, Attorney-General's Department currently owns one caravan. None have been purchased in the past 12 months.

The reason for ownership of the caravan is that it has been remodelled internally for purposes of displaying consumer information and Public Trustee material. In the last 12 months the Public Trustee Office has used the caravan on three occasions, namely:

Law Week	12-15 April 1993
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Riverland & Mt Gambier	
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Promotion	3-17 October 1993
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Rundle Mall Promotion	13-16 Dec 1993
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Investigations are currently underway to determine whether the office should retain the caravan on the basis of projected usage in 1994-95.

None of the other departments, agencies or authorities under my control owns a caravan.

The Hon. G.A. INGERSON:

SACON

1. Thirteen caravans owned by SACON.

2. No caravans have been purchased in the past 12 months.

3. Caravans are used regularly as site and lunch sheds for employees. One caravan is set up as a mobile centre for involvement in State Disaster activities.

4. Hiring of caravans has not been investigated. As the capital outlay for these caravans was made some years ago and maintenance is minimal, it is considered more economical to keep them than hire

units. A recent review of caravans has been conducted with a number being salvaged at auction.

Department for Industrial Affairs

The Occupational Health Division of the Department has one custom built special purpose caravan purchased in 1977.

The caravan contains two audio metric booths for hearing conservation testing programs, particularly targeting small industries. The formal provision of hearing conservation programs have ceased but the caravan remains available for private hire or hire by other Government departments.

In the last year the caravan was hired for approximately 30-40 days and also was provided free of charge for a limited number of Rural Field Days as a community service to the rural sector.

The Hon. DEAN BROWN: There are no caravans owned under the agencies and authorities under my control.

The Hon. R.B. SUCH: There are no caravans owned by the Department for Employment, Training and Further Education.

The Hon. J.W. OLSEN:

Engineering and Water Supply Department

The EWS has 93 caravans as follows:

· Caravan combination lunch tool storage	34
· Caravan lunch	29
· Caravan tool storage	21
· Caravan office	7
· Caravan sleeping	1
· Caravan ablution	1

The EWS Fleet Unit leases equipment, including caravans, to other areas of the EWS Department where there is a demonstrated long term need for the equipment. Short term needs for equipment are satisfied by hiring from the private sector.

Detailed utilisation statistics are not maintained for caravans. However, cost comparisons indicate that in general where plant utilisation exceeds two months per year it is more cost effective to utilise long term lease from the EWS Fleet Unit rather than short term hire.

A total of 4 caravans were purchased in the last twelve months, all to replace old units with combination vans. Term leases from the private sector was investigated for these units but the costs were approximately double the EWS lease rates. The EWS lease rates are based on full cost recovery.

In 1992 the EWS had a total of 212 caravans. This has been reduced to the current holding of 93 to match resources with manpower.

Economic Development Authority

The Economic Development Authority does not own any caravans, nor has it had any need to hire any in the past 12 months.

MFP Australia does not own any caravans.

Electricity Trust of South Australia

ETSA has 5 caravans as follows:

Mobile Toilets	2
Special Purpose Caravans	3

Because of the specialised nature of the equipment and the location of the caravans detailed utilisation statistics are not maintained. However I can advise that ETSA is reviewing its needs for equipment listed above as part of the continuing restructuring of ETSA and a significant rationalisation of the equipment is expected.

The hiring of other caravans would not be appropriate due to the specific requirements of sound attention and specific equipment.

Work Cover—Nil.

Australian Formula One Grand Prix—Nil.

SA Tourism Commission—Nil.

Occupational Health and Safety Commission—Nil.

The Hon. J.K.G. OSWALD:

Department of Housing and Urban Development

1. South Australian Housing Trust

The South Australian Housing Trust owns two caravan type units. They are: one mobile decontamination caravan and one mobile office for on-site functions.

No caravans were purchased in the past twelve months.

The mobile office is used by the Works Inspectors of the Trust's Development Division as an on site office for personnel involved in the inspection and supervision of Trust building contacts in subdivisions and redevelopments. The specialised decontamination caravan is used by the Trust's Environmental Service branch, and is essential for the health and safety of personnel involved with the investigation and remediation of contaminated land.

At the time of purchase of the decontamination caravan no suitable units were available for hire. The mobile site office is a former lunch room which has been in use for many years, and at the time of change to its present use a cost analysis specifically addressing the option of hiring was carried out.

Whilst the use of the contamination caravan is not continuous, when required it is essential for the health and safety of personnel. The on site office is used on average for fourteen hours per week.

2. HomeStart—Nil

3. Planning Division—Nil

4. South Australian Urban Land Trust—Nil

5. State Local Government Relations Unit—Nil

6. Office for Recreation, Sport and Racing—Nil

7. TAB—Nil

8. South Australian Co-operative Housing Authority—Nil

The Hon. S.J. BAKER: The State Government Insurance Commission owns a caravan which is equipped for promotional purposes by both SGIC's Life and Superannuation and Business Insurance areas to visit the numerous rural shows and field days held each year. The caravan is emblazoned with SGIC's logo, making it also a mobile advertisement. It has been used on more than a dozen occasions over the past 12 months. Hiring a caravan for these purposes is not considered to be a practical or cost effective alternative.