

HOUSE OF ASSEMBLY

Thursday 28 November 2013

The **SPEAKER (Hon. M.J. Atkinson)** took the chair at 10:30 and read prayers.

ROAD OR FERRY CLOSURE (CONSULTATION AND REVIEW) BILL

Second reading.

Mr VAN HOLST PELLEKAAN (Stuart) (10:32): I move:

That this bill be now read a second time.

I indicate that I am the opposition's lead speaker on this bill from the other place. I will not go on for too long but there are some important issues to raise with regard to this bill and I know that some of my opposition colleagues will speak on this bill as well.

Let me say at the outset that I compliment the Hon. Robert Brokenshire from the other place for bringing this bill forward. Essentially, it requires a statutory obligation to consult with identified stakeholders and local communities prior to a ferry or road being closed. Let me also say that the opposition strongly supports this bill, and that is for many reasons, which I will come to shortly but, just for the benefit of the house, I will read a few short excerpts which really do capture the essence of the bill. With regard to the closure of a ferry:

A public ferry service maintained by a ferry authority must not be closed by the authority otherwise than in accordance with this Part.

And this part deals with consultation, and I quote again:

- (1) Where a ferry authority proposes to close a public ferry service maintained by the authority, the authority must give notice of the proposal to the following persons or bodies...
 - (a) the Commissioner of Highways;
 - (b) if the service is in a council area—the council for the area;
 - (c) each owner of land adjoining a principal ferry road at any point within 5 kilometres of a terminal of the ferry.

This part goes on to explain that a ferry authority must also give notice of the proposal to the public through a newspaper that circulates throughout the state and also a local newspaper—in fact, all local newspapers I think is the intent—circulating in the area in which a terminal of a ferry is situated. Very similar provisions exist for the possible closures of roads.

Why are we dealing with this at all? Why has this come about. It has come about, I suppose, for two reasons. It is a common sense piece of legislation. It is a common sense suggestion that if you are going to close a road or a ferry—and these would typically be in rural areas—you would consult with the local community and everybody else who might be affected by it.

So, I suppose it is common sense to have legislation that supports what you think you should naturally be doing, but the other reason it has been brought here is that the government did not follow that common sense path. The government did not consult with the local community or any other community—perhaps a community of public servants within the transport department, maybe, but broader than that there was no consultation whatsoever with any community when the government announced that it was going to close the ferry at Cadell.

Cadell is in the electorate of Stuart. It is a very precious and important part of the Riverland in the electorate of Stuart. As we all know, the member of Chaffey represents exceptionally well the majority of the Riverland, but Cadell, Morgan, Blanchetown and Murbko—that small section of the Riverland—is in the electorate of Stuart, and it is a very precious part of the electorate of Stuart.

I think every member of this house would agree that the government had absolutely no idea what they were doing when they tackled the small community of Cadell and told them that they were going to take their ferry away. They had absolutely no idea how hard those people would fight against that. They had absolutely no idea how much support the people of Cadell would get from other communities up and down the river and in fact all over the state.

I will share a very brief story with the house. I visited Lindon Station in the far north-east of South Australia, near Cameron Corner, right next to the New South Wales border. The people at

Lindon Station were talking to me about a whole range of issues to do with their pastoral enterprise and business and succession plans and drought and fire and challenges, and many positives to do with station life on a very remote outback station.

During that visit they also said to me, 'What's going on with this ferry at Cadell? I can't believe it. I can't believe that the government wants to close this ferry at Cadell. That's outrageous.' That is how far and wide the anger with the government was that they would consider doing this. That is how far and wide the anger was with the government that they had actually made a decision to do it without consulting with anybody, outside quite possibly, as I said, a small community of public servants within the transport department.

I do not mind that the government considered it, because it is fair to consider all the options. If you are trying to save some money, you have to consider all the options. What I mind is that they progressed with the intention after considering it. They should have just considered it and said, 'Yes, we are thinking of all the different things we can possibly think of—the ones that seem very sensible all the way down to the other end of the spectrum of things we probably will not do—but let us just consider where we can save money anyway.'

What is absolutely crazy is that, immediately after that, they did not discount the possibility. They did not understand the importance of that ferry to the provision of emergency services to the Cadell community and the provision of emergency services to the surrounding community. They just thought to themselves, 'Well, there is a ferry at Morgan. There is a ferry at Morgan that can get you to Cadell as well.' They just did not think about the fact that the Cadell ferry was so pivotal to the provision of emergency services, was so pivotal to the provision of Meals on Wheels and was so pivotal to the movement of farming machinery across the river.

There is a ferry at Morgan and there is a ferry at Waikerie, so the small community of internal public servants who would have considered this issue would have just said, 'There is one up the road and there is one down the road. There is a good saving; we will shut it off.' But they did not fully consider the fact that, if you have got a significantly large piece of agricultural machinery on one side of the river near Cadell, and you need to move it to the other side of the river near Cadell, it is just not practical to go approximately 15 kilometres down the road to Morgan, or approximately, I think, about 25 kilometres up the road to Waikerie, to get onto that ferry, to then travel the same distance back on the road, on the other side of the river, to get back to Cadell. It is possibly excusable that the government did not consider that because they are not in sync and they are not in tune with the needs of primary producers across the state, but how could they possibly not have considered those sort of ramifications for emergency services at Cadell?

For me, all of the issues are important, but the most important issue of all was that of the school. I think, at the time, there were 23 or 24 children who went to Cadell Primary, and approximately five of them lived on the other side of the river. So, approximately five of them would come across on the ferry every day to go to Cadell Primary, which is an absolutely outstanding small school in South Australia. They do a really wonderful job in many ways.

These children were going to be brought to school from the other side of the river, and this is where I cannot accept that it was just an accident or an oversight, the way I can with regard to agricultural machinery. This is where the government thought to themselves, 'Goodness, if those kids do not have a ferry to go to Cadell Primary, they will have to go by road, either via Morgan or via Waikerie to their ferry, to get across the river and then back to Cadell. Goodness gracious! If they do that, why would you drive right past one perfectly good primary school to get to another one?'

Those kids would not have continued. It would not have made sense for them to continue at the Cadell Primary School, so they would have had approximately 20 per cent of their students taken out of their student population, and that would have quite likely led to the closure, a few years down the track, of the Cadell Primary School. Now, that is the sort of saving the government was really after. I have no doubt they wanted to save the \$200,000-odd a year to run the ferry, but it was not only about the saving to the transport budget through the closure of the ferry, it was actually about trying to just get out of providing a whole range of other services—just sneakily get out of providing those other services. The government would have been very happy to just let the Cadell Primary School close.

Do you know what? If you had let the Cadell Primary School close, then the town would have shrunk and become very much more difficult to sustain itself. If you do not have people coming into town every day to take their kids to school, then the businesses suffer. If you do not

have a school, young families cannot live there. If you do not have a school, grandchildren cannot live there, so grandparents do not want to live there, quite understandably.

The school is absolutely pivotal to small regional communities, and that is actually the target the government had in their sights—that and other services they provide in that region. The government was hoping that the ferry would be the catalyst: if they could get rid of the ferry, they could get out of their responsibilities to the community far more broadly.

Another issue in regard to the Cadell ferry, and the reason that we are debating and supporting this bill today, is that not only did the government not consult with the broader community, the government did not consult in cabinet. There is an expectation that these issues actually go through a full cost-benefit analysis in cabinet. I am sure they discussed it around the table, but not in the detailed, thorough way that they are obliged to do.

It was very unfortunate for the government that, shortly after this announcement was made, estimates came along and I was able to ask minister after minister after minister, or have asked on my behalf if I could not be at that particular session, 'Were you consulted? Did you or your department do a full cost-benefit analysis on the closure of the Cadell ferry?' Minister after minister after minister had to say no. They are on the record, in estimates, in parliament, on *Hansard*: no was the perpetual, repeated answer.

Not only did the Cadell community fight, not only did they show that they could not be pushed around, not only did they get support from other communities and councils up and down the river and around the state, not only did they refuse to submit, but the government had not done its own internal consultation properly. Mr Deputy Speaker, I invite you to check the *Hansard* of estimates a year and a half ago—two estimates ago—and minister after minister had to say, 'No, actually, we didn't do that properly.' That is why we need this bill.

We need this bill because we all know that the government does not consult with the community, particularly in regional areas, the way they should. This example shows us, proves to us and has it on the record that the government does not even consult thoroughly; it does not do the homework that it is meant to do and obliged to do internally before it makes these sorts of decisions to try to shut down regional communities.

That is why we need this bill, and that is why the opposition wholeheartedly supports it. You would think it would be common sense that you would do this anyway, but when you have a government that has proven that it will not do it, and that it will try to sneakily shut down a ferry, to sneakily shut down a school, to sneakily disarm emergency services, Meals on Wheels and a whole range of other services without doing its own thorough internal cost-benefit analysis of the broader impact on that regional community, that is why we need this bill.

Mr WHETSTONE (Chaffey) (10:47): I too rise to support this bill, introduced by the Hon. Robert Brokenshire in another place as a result of the Weatherill government's attempt to close the Cadell ferry back in 2012. Along with the member for Stuart, in whose electorate the ferry is situated, I was absolutely outraged to learn that it was the intention of this government to close the ferry service at Cadell. Worse still, it was not just the Cadell ferry; the Lyrup ferry was next in line.

This bill imposes a statutory obligation to consult with identified stakeholders and local communities prior to a ferry or road being closed. I was notified by Cadell residents that the department had sneaked into town and asked if they could have the keys to the town hall because they wanted to have a consultative meeting with the constituents of Cadell about the closure of the ferry. They did not actually mention the closure of the ferry; they just wanted to have a public meeting to talk to the locals about the ferry service, and that raised concerns with a couple of the community leaders in Cadell. It is only a small community, but it is a vital part of the linkage right up and down the river.

Cadell is a small town of about 460 residents, and it is a vital part of the infrastructure along the River Murray. It has a school, it has shops, it has a small but really strong community. It has been brought together over the issue of the closure of the ferry. They rallied—and they rallied really well. When the notification was put out that the meeting was to be held in the town hall, it rang alarm bells, particularly for the member for Stuart, as Cadell is in his electorate, as I said. Because of the linkage into the Riverland, into my electorate of Chaffey, the community in the Riverland was also outraged, and I congratulate the community in the Riverland on working with the people of Cadell to rally and make their voice heard.

The notification for the ferry closure was on 7 June, and they wanted to have the information meeting on 14 June, with the intention of closing that ferry at the end of June, 30 June. That was going to save \$400,000 or thereabouts in the state budget. That saving was really not considered in terms of the long-term impact it was going to have on not only the local community but also the CFS. As the member for Stuart said, the people in Adelaide were consulted about the impacts on CFS, but not the local branch, the local people who are on the ground and who actually understand how vitally important that ferry service is for the CFS.

We looked at farmers who had property both sides of the river and how they were going to suffer in transporting their equipment and how they were going to be impacted on, but it was also about students getting to school and families who have to travel the river for their place of employment. It was about the tourism and the linkage of Cadell into the Riverland, or the linkage from the Riverland into the Mid North, which is critical for that linkage with tourism.

People who travel, particularly from the east coast to the west coast, use that road because it is part of that network. When people are travelling and touring around the region, and they want to have the experience travelling the river and the Riverland into the Mid North, that ferry service being closed would have had a significant impact on those people.

Along the way, those ramifications—the schools, the farmers—

An honourable member interjecting:

Mr WHETSTONE: Again, yes, the Cadell Training Centre would have been impacted on. All those considerations were not taken into account. Premier Weatherill said that he was going to disassociate himself with the tag of the previous premier—that he would not announce and defend, that he would consult and work with the people of South Australia. I remember that the president of the Murray Mallee Local Government Association, mayor Burgess of the Mid Murray Council, said that it had made a mockery of a recent agreement signed between the Local Government Association and the Premier, the agreement that councils and all state departments and agencies would work together to achieve better outcomes for South Australian communities, with better collaboration and cooperation. We saw none of that. We saw none of that at all.

To get a public meeting in Cadell attended by nearly 500 people I think was an outstanding result of the public voice. It was people power at that meeting, and they voiced their concerns with the government bureaucrats, saying, 'This is not on. We were not consulted.' For the department to come into town and sneak around and look for the keys to the town hall to have a public meeting to talk about ferries was an absolute clear deception of their intention, so it really did rub people the wrong way.

The people of South Australia actually rallied behind this announcement. They rallied behind the people of Cadell and the impacts the closure would have had. We saw huge pressure down here in Adelaide. The people of Adelaide thought it was outrageous that a government could take away one of the threads or one of the lifelines to that community, take away and close it, potentially putting that small town at risk and taking away a linkage from one side of the river to the other, the Mid North to the eastern side of the river.

In that rally, those people made their feelings heard. The two government representatives who were there did not have any answers. They had no answers to people's questions about the impacts, the consultation process, and exactly how hard they had thought it out. During estimates, I asked questions of ministers and departmental people, as did the member for Stuart, about the consultation process—who they had talked to and the decisions around the cabinet table.

How many people were aware that the Premier was going to close that ferry? I remember the Minister for Transport at the time being interviewed on radio, and he straight up and front acknowledged that there was no consultation, and no proper process put in place to go down the road, announce the closure of the ferry, and do it in the right way.

There were many individual stories about how people would be impacted, particularly the families who had to travel from faraway farm properties to bring children to school and to come into town to get their supplies and stores. It is about farmers moving equipment, particularly during harvest time. In that area, it is not just the horticulture, wine grapes, citrus and stone fruit that would have been impacted, it is the transfer of machinery from one side of the river to the other that has had people steaming.

The primary producer sector and the business sector in the area also generate a lot of employment and wealth for the region, and the Cadell ferry was part of that linkage. The

Mid Murray Council, the council in which Cadell falls, received no correspondence at all, so it was clear that the government was sneaking around without the proper due process, and I think that they, justifiably, received condemnation from all areas of South Australia. I received phone calls from people right across the state because they used that ferry in that it travels from the east of the state to the west of the state, and they thought that it was absolutely outrageous that a government could make an announcement without any real justification, albeit a small cost.

I congratulate the people who rallied—the people power that got together at that public meeting—and I congratulate the member for Stuart, the member for Bragg, and Senator Anne Ruston, who came along to that meeting and let their voices be heard, as did I, because it was about endorsing that community, the people who relied on that ferry service, and we needed to make sure that the government consulted with them.

Mr ODENWALDER (Little Para) (10:58): I rise to indicate that the government will not be supporting the bill. This bill creates inconsistent treatment for road closures and it requires parliament to consider road closures, whether they impact on the community or are purely administrative. The definition of 'ferry closure' is too broad and the consultation provisions will apply even when closures are due to a falling river level during a drought.

The bill imposes two major requirements: firstly, it requires public consultation and consideration of submissions before a determination to close a public ferry service could be made; secondly, the bill requires the closure of a ferry service and any road, other than the road closed by a local council under the Roads (Opening and Closing) Act 1991, to be approved by both houses of parliament.

In the case of a ferry service, in broad terms the ferry forms part of the road network, and there is no objection to consultation on a proposed closure. Indeed, such consultation is already required for the closure of a road under section 27AA of the Highways Act 1926, which requires consultation between the Commissioner of Highways and landowners substantially affected by the road closure. However, rather than a stand-alone bill as proposed here, the Highways Act, which already provides the power to establish ferry services, could be amended to include similar consultation requirements where the permanent closure of a ferry service is contemplated.

Roads closed by local councils under the Roads (Opening and Closing) Act or by the Commissioner of Highways under section 27AA of the Highways Act both require notice and consideration of submissions before they can be made. There is no clear reason that the bill differentiates between local councils and the Commissioner of Highways, as similar processes are involved if these powers are exercised.

It was said in the second reading explanation that the powers in section 27AA relate to major developments. This is incorrect. It is a general power to close roads and is likely to be the only power the commissioner could rely on to close roads outside a council district. Where a mandated process for consultation on closures is imposed, it should not be necessary for parliament to be required to consider such closures. Community views arising from the required consultation can be brought to parliament's attention in the normal way.

Many road closures are carried out for administrative purposes, for example where a road is moved and the old road is no longer used. Consideration of these closures is not a good use of parliament's time. In other cases where the government is closing a ferry service or a road for strategic reasons, requiring confirmation by both houses could prevent the government making effective financial decisions about the network and its strategic development.

In the case of ferry services, the Department of Planning, Transport and Infrastructure is responsible for operating 12 River Murray ferry crossings at 11 locations, with two ferries at Mannum, the busiest crossing, which operates 24 hours a day, seven days a week. Ferry services are currently provided by the state government free of charge to the public. Seven of these crossings are on the arterial road network, which is under the care, control and management of the state government. Four crossings—Narrung, Purnong, Morgan and Lyrup—are on the local road network, with these roads under the responsibility of local government. These councils make no contribution to the operation or maintenance of these ferries.

The government spends about \$5.2 million each year operating ferries and a further \$2.9 million per annum maintaining them. Refits of the ferry fleet are additional to these costs and \$960,000 has been allocated for that purpose in 2013-14. A total of \$82.4 million has been spent operating, maintaining and upgrading the River Murray ferries over the nine-year period from 2004-05 to 2012-13.

Despite this investment, there are significant cost pressures associated with increased operator costs and the maintenance of the ferry fleet. There are five timber-hull ferries in excess of 60 years old that will require replacement in the next one to five years. Replacement ferries are estimated to cost \$3 million each. The current level of River Murray ferry services cannot be sustained without investment and replacement of the five timber-hull ferries. The 2013-14 budget included \$6.1 million over three years for the replacement of two timber-hull ferries with two steel-hull ferries. The replacement of two timber-hull ferries will contribute to a sustainable ferry service for community access, tourism and the efficient movement of freight across the River Murray. The first of two new vessels is expected to go into service by the end of 2014-15.

The Premier, the Minister for Transport and Infrastructure, and the Minister for Planning released South Australia's first Integrated Transport and Land Use Plan on 21 October 2013. This has identified the replacement of five new vehicle ferries to support ongoing ferry crossing operations along the River Murray in the short to medium time frame. The plan has also identified the long-term need to investigate the potential future arterial road bypass at Renmark. This is likely to include a new bridge across the River Murray and replace the requirement for a ferry service at Lyrup.

This bill imposes an unrealistic and time-consuming requirement for both houses to approve all road closures made under many different pieces of legislation, except a road closure by a local council under the Roads (Opening and Closing) Act. This near blanket application of this requirement is unnecessary and, in some cases, not beneficial. There has not been proper consideration of the need for this requirement to apply to all the captured road closures. Other road closures which will be subject to the agreement of both houses of parliament are:

- the Roads (Opening and Closing) Act—closures made by the Development Assessment Commission or the Minister for Sustainability, Environment and Conservation if they are the relevant development authority and it is part of or directly associated with a development under the Development Act 1993.
- part 7 of the Roads (Opening and Closing) Act—closures made by the Minister for Transport and Infrastructure if all the land adjoining the road is crown land or if it is a road not within a council area where the minister is satisfied that the road is not in public use and will not be required for such use in the foreseeable future. This can only be used in very limited circumstances.
- part 3A of the Highways Act (Authorised Transport Infrastructure Projects)—closures made as part of an authorised transport infrastructure project. This power is rarely used and the project must be defined by regulation which allows parliamentary scrutiny of the project.
- section 71 of the Crown Land Management Act 2009—closures made by the minister if land ceases to be comprised in the town may close roads on that land. This is presumably a rare occurrence.

Requiring the agreement of both houses of parliament is an unusual step and currently it is only required in 11 acts: for example, the Marine Parks Act 2007, regarding a decision to exclude land from a marine park; the Linear Parks Act 2006, where land ceases to be included in the linear park; and the Adelaide Park Lands Act 2005, where land would cease to be included in the Adelaide Parklands.

These decisions would not occur frequently and are likely to be associated with areas that have been directly established by parliament. This is not the case with road and ferry services. It has been claimed by the bill's proponent in another place that there is only one reason you should be permitted to close a ferry, and it is the reason the state government closed its ferry services on Hindmarsh Island, Berri, Kingston-on-Murray and Blanchetown, because the state government built a bridge to replace the ferry.

Unfortunately, the bill's poor drafting means that, if the government does close a ferry because it has been replaced with a bridge, that ferry closure will still be subject to the prescriptive consultation and confirmation processes in the bill. This is just one example of the bill's deficiencies regarding what constitutes 'closure' of a ferry service. Clause 3(2)(a) of the bill specifically sets out that the closure of a ferry service does not include 'a closure reasonably required for the purposes of inspection or repair of the ferry or associated structures or equipment'. This leaves the issue of closure for maintenance purposes unclear and, therefore, subject to uncertainty.

Of greater importance is the failure to exclude closures necessitated by a drop in water levels; for example, on the River Murray during the most recent drought and the Cooper Creek on a regular basis. Flooding may also necessitate closures. In addition, a reduction in services based on a reduction in the demand for those services is not excluded from clause 3(2)(a) of the bill. This means that a decrease in the frequency or number of ferry crossings is treated as a closure for the purposes of this bill. I would simply say that this is another example of the longest prescriptive consultation and closure process defined in this bill. For all these reasons, the government considers the bill to be flawed, and opposes it.

Mr PEDERICK (Hammond) (11:07): I rise, too, to speak to the Road or Ferry Closure (Consultation and Review) Bill 2013. I note the comments that have just transpired in this chamber from the member for Little Para. I think what is indicative here is the citycentric mindset of the Weatherill Labor government. They still go on with these announce and defend policies that Premier Jay Weatherill made out were a thing of the past when he was elevated to the role of premier after he knifed Mike Rann, the former premier—well, he got his henchmen to do that job.

It is absolutely disgraceful that we should even be here today discussing this bill. We hear the comments from the other side about why it should not happen. Well, there are plenty of comments coming from this side and in the other place about why this bill is being debated. It is being debated because you have a Weatherill Labor government that takes no notice of country communities. In fact, the notice, as the member for Chaffey indicated, went out that the closure for Cadell was going ahead a week before anyone was going to be told about it. That is just simply, simply wrong.

The Labor government obviously did not foresee the community outrage—not just in the Riverland—that transmitted right through to Adelaide and the greater South Australian area. It just showed that people power can get a result. At the end of the day, the good citizens of Cadell and the surrounding areas, the tourists, the farmers, emergency services, still have access to that ferry service that Cadell.

Unlike members opposite, for those of us who live near the river and use those ferry services very often—in fact, when I am out in the electorate, I use them every week—they are vital parts of the road network whether it is shifting wide loads (because sometimes it is the only opportunity for wide loads to come across) or whether it is vineyard operators and harvest operators who operate at all hours. It is vital to shift that equipment, so they do not have an extra hour on their trip in light of the Cadell situation to go from property to property, because they have properties on either side of the river.

It beggars belief that for \$400,000, the government imposes pain not just on the people of Cadell and the surrounding areas but on the people of South Australia. It shows how little understanding they have of the river and how it works. We saw that evidenced in their management of the River Murray throughout the drought in a whole range of areas.

With regard to the ferry, yes, we have been told today—and it is on the public record—that the ferries cost \$5 million per annum to operate and about \$3 million per annum in maintenance, but what is the other option? Build some bridges? Yes, that's great. The last bridge—I think it was Berri in 1997—cost \$17 million and it will be a lot more than that now. If you want to get across the Torrens it costs \$40 million, so I would hate to see what it costs to get across the River Murray.

An honourable member: And that's just to walk across.

Mr PEDERICK: Yes, that's just to walk across. I hope it is a fair while to go yet, but when I leave this place, I am going to go into the bridge building business because it sounds extremely lucrative.

Mr Griffiths: You can get Ivan to paint them.

Mr PEDERICK: Yes, I will get the member for Schubert on as painting crew.

An honourable member interjecting:

Mr PEDERICK: That's right. What I do want to acknowledge is what happened in the drought, and we saw the work of the ferries working group that was chaired by the Hon. Dean Brown. There were ferries that went out of service and it was the work of that group at a local level, —and I stress, at a local level—that made sure we got those extended flaps put in place so that people could commute from one side of the river to the other. I note that at Wellington they sat

there on the bank and Wellington did not quite get there. There was just enough water to keep that ferry going and those flaps are stored somewhere close by at the moment.

Also, in this whole debate, we need to remember what the government was trying to do with regard to the replacement of the five timber-hulled ferries that do need replacement. They have tried to just put the cost back onto local government. That is what they did. They went out to the local government and said, 'Find a way to pay for these ferries or you run the risk of losing them.' They were just going out for blatant cost shifting and, quite rightly, our local councils and our Local Government Association in the Murray Mallee were outraged at this idea.

The Hon. A. Koutsantonis: Is that right?

Mr PEDERICK: Absolutely, minister. They were outraged that they would have to put their hands in their pocket to pay for something that is a state-based funding arrangement. That is exactly what it is. We have a government that is so urban-focussed that they forget that there is another world out there and that actually some of the urban dwellers—some of those people who do actually live in their seats—travel to the Riverland for a lot of their recreation time and down into my electorate in the Lower Murray.

There has been comment made about what happens with maintenance on the ferry under this bill. I was on a ferry the other day and one of the hydraulic pumps had blown up. The operator said, 'We can still operate it with one,' because there is one on each cable on each side and he said, 'I've got one coming.' I said, 'Well, it won't take long to change that over,' and he said, 'No, it might be 20 minutes.' That will happen quite quickly and obviously instead of trying to fix a hydraulic pump on the ferry, it is a lot easier just to change it right out. That is a common-sense attitude. In no way known will this bill impact on that level of maintenance, I believe.

There are comments about river levels dropping and that sort of thing. We understand in the Lower Murray what happens when river levels drop. I would like to think that through negotiations with the states and the Murray-Darling Basin Authority for extra water that it should be in storage. That water has been negotiated through buyback or infrastructure upgrades in the eastern states, and I would like to think that we would never get to the stage that we are in. If we do, that means that all this talk about water for the river has been wasted.

In regard to the ferries, when the minister of the day was working out which ferries they were going to close I wonder whether they just looked at the simple numbers. If you look at the simple numbers, in 2011 the annual average daily traffic count was for Lyrup 258, Waikerie 608, Cadell 98, Morgan 434, Swan Reach 317, Purnong 119, Walker Flat 252, Mannum (upstream) 439, Mannum (downstream) 712, Tailem Bend 400, Wellington 496, and Narrung 81. You can only think that once Cadell was going to get the big hit from the government that Purnong and Narrung were next in line. That is what the government would have done; they would have just looked at the numbers.

They are not even worried about communities, they would have looked at the bare numbers and said, 'Well, it is only this many people using a ferry service, we will just shut it down,' with absolutely no regard for the community, no regard for public service access, no regard for emergency services access and no regard for the good people of the country in the Riverland and around the Cadell area on how to get their children to school. That is why this bill has come into this place and was introduced in the other place. That is why we are debating it here today.

The Hon. A. Koutsantonis: Not by you. Not by the Liberal Party.

Mr PEDERICK: You will have your turn, Mr Minister. That is the reason we are here today, because we have a Labor government that under its Premier, under its minister, does not know the basic meaning of consultation with communities. They do not have any idea. The simple fact that anyone would come up with this decision just shows how far disenfranchised this Labor government is with the good citizens of this state, especially the good citizens of our country areas.

The Hon. A. KOUTSANTONIS (West Torrens—Minister for Transport and Infrastructure, Minister for Mineral Resources and Energy, Minister for Housing and Urban Development) (11:18): Well, what an eloquent speech that was! It is hard to follow.

The Hon. R.B. Such interjecting:

The Hon. A. KOUTSANTONIS: Well, that is what I was about to say. Isn't it interesting that the party that privatised ETSA without so much as a by your leave are now wanting consultation on road closures after promising full stop never ever ever—

Ms CHAPMAN: A point of order, Mr Deputy Speaker.

The Hon. A. KOUTSANTONIS: That's right, they don't like hypocrisy being brought up.

Ms CHAPMAN: If the minister wants to have a discussion with the member for Fisher, he is entitled to go outside and do it. But he is not, in contributing to this debate, entitled to go off on some tangent.

The DEPUTY SPEAKER: Thank you. I will listen carefully to the minister.

The Hon. A. KOUTSANTONIS: There is a Greek word for this sort of behaviour and it starts with 'h'.

Ms CHAPMAN: A point of order, Mr Deputy Speaker. Now, of course, he is treating you with absolute disrespect in talking about your behaviour in making these determinations. I ask you to get him to either contribute to this debate or alternatively sit down.

The DEPUTY SPEAKER: What is the point of order?

Ms CHAPMAN: Relevance.

The DEPUTY SPEAKER: Relevance? I think the minister is covering—

Ms CHAPMAN: I am not sure how he is going to produce Greek history into the Cadell ferry but frankly it is completely off track.

The DEPUTY SPEAKER: The minister has the call.

The Hon. A. KOUTSANTONIS: The Liberal Party was so concerned about the consultation period about the opening and closing of roads that they are supporting someone else's bill. Not one of them has proposed this bill themselves. If they are so concerned about it, why doesn't Her Majesty's Loyal Opposition move this bill themselves? Is it perhaps that they do not have the imagination to do it themselves?

I have to say, given that members opposite support the commonwealth government's ripping of moneys out of urban rail without any consultation whatsoever with the local community, Gawler and Tonsley, I find it utterly hypocritical that a party that supports without any consultation money being taken out of state co-funded infrastructure projects that improve road access—that is okay but, when the government reverses a decision to close the Cadell ferry, they want to entrench prescriptive measures that make it almost impossible to govern.

I think it shows that they are not fit to govern because they are supporting a bill that would make it almost impossible to govern the state's road network, which shows really that they are not interested in governing: they are just interested in opposing. The member for Chaffey was so passionate about the replacement of timber hull ferries in his community: do you know how many times he wrote to me about it leading up to the government's budget? None.

Mr Whetstone: What's this?

The Hon. A. KOUTSANTONIS: None.

Mr Whetstone: What's this? It's a letter from me to you.

The DEPUTY SPEAKER: The member will stop interjecting, particularly when he is out of his chair.

The Hon. A. KOUTSANTONIS: After the government made the announcement, the member for Chaffey wrote to me.

Ms Chapman interjecting:

The Hon. A. KOUTSANTONIS: Excuse me?

Ms Chapman interjecting:

The Hon. A. KOUTSANTONIS: I look forward to it. The four crossings at Narrung, Purnong, Morgan and Lyrup are on the local government network, and the state government funds those ferries.

An honourable member: So they should.

The Hon. A. KOUTSANTONIS: The member opposite says so we should. These councils make absolutely no contribution whatsoever to the operation and maintenance of these ferries, not

a dollar on local government roads. The government spends \$5.2 million each year on operating ferries and a further \$2.9 million per annum on maintaining them. Indeed, a total of \$82.4 million has been spent since 2004-05 on the maintenance of our River Murray ferries.

We have been accused of not listening to the local community about the Cadell ferry. I would remind members opposite that the government did listen and it reversed its decision. So by the measure they are setting, by listening, we failed; by replacing ferries, we failed; by investing \$82.4 million, we failed. There is no measure that the opposition can set that we can pass, because they are not interested in outcomes: they are interested in opposing, complaining and whingeing. They want to tear this state down. They do not want to see any progress whatsoever on our local road networks. In terms of community consultation, what about Barton Road? Where is the community consultation with the residents of the western suburbs who want to see Barton Road reopened? There is silence from the members opposite.

Mr PEDERICK: Point of order, Mr Deputy Speaker: relevance, number 98. Barton Road has absolutely nothing to do with the ferry, and I think the transport minister understands that Barton Road is well over 100 kilometres from the ferry.

The DEPUTY SPEAKER: There is no point of order. The minister is talking about consultation and providing an example of it. He is in order.

The Hon. A. KOUTSANTONIS: Last time I checked, sir, Barton Road was a road, and this bill deals with road closures. Perhaps they have another definition for 'road' that I do not know about. When it comes to consultation, the Liberal Party wants consultation in areas they represent but, in areas that they do not represent, they are quite happy for the status quo to remain.

Mr van Holst Pellekaan interjecting:

The Hon. A. KOUTSANTONIS: I have just heard that the Liberal Party has reversed its position and now supports the opening of Barton Terrace. It is an interesting turnaround. It is important to note that the government takes its role in road closures very, very seriously. I believe in free passage on Her Majesty's roads. I do not believe in tolling roads. I do not believe that the government should be arbitrarily closing roads, unless there is a very good reason to do so.

I am also very concerned about the powers that have been exercised in the past by both Labor and Liberal ministers in terms of road closures. They have a very large impact on the local community. I have exercised my discretion, as has the Commissioner of Highways, very delicately since I have come to this office, but I have to say that this bill would basically tie the hands of the government completely.

What if, for example, the government wanted to build a new road on a completely new path and close the other roads for efficiencies and the local community objected? What if, for example, we wanted to do some major piece of infrastructure work on, say, the Britannia roundabout and the local council, of which the Deputy Leader of the Opposition is very fond and probably shares her views with the world, wanted to stall government expenditure on infrastructure because of local interests?

I have to say that support for this bill shows that members opposite are not preparing to govern. They do not expect to win the next election: they just want to oppose. If a government wants to govern, it needs tools to govern with. Rolling out infrastructure in a state of our size versus our population requires the government to have tools in its arsenal to roll out that infrastructure quickly, but also listen to the community. What members opposite want to do is support a bill from a minor party in the upper house which will completely hamstring the government in its ability to roll out infrastructure.

When the government does reverse a decision and then enters into discussions with local councils, it does so in a completely voluntary way. All discussions with councils are based on a voluntary acceptance. There is no compulsion in any way with this at all. We talk to local councils about how we sustain the long-term life of these ferries, because we are not going to build bridges, and they accept that. Members opposite have made no commitments to build any bridges across the River Murray either.

How do we sustain the long-term use of these ferries? The reality is this: the long-term sustainable use of these ferries is going to require a greater contribution from the commonwealth and local government, because the state cannot keep on doing this, especially with the volumes that are there. The government will not close the ferries, but we need to have a new funding model.

If you are serious about governing, you will talk to the local councils and come up with a plan that will work—not tolling. I am not talking about tolls, but perhaps a better model that can work going forward. I think what everyone in all these communities wants and accepts is that the ferries are the lifeblood of these communities, and taking the ferries away is unacceptable. We accept that—that is why we are replacing ferries in the latest budget—but you need a new funding model because the funding model is broken.

If you want to govern, you will engage local councils and you will talk to them about the best way to maintain these ferries. Perhaps, just hypothetically thinking out loud, it could be that we put up the capital infrastructure and councils run the ferries. What would be wrong with that, especially on local government roads? Members opposite have ruled that out already. Why not have that as a solution? Local metropolitan councils have to do that; why don't regional councils?

Mr Whetstone: Is that policy?

The Hon. A. KOUTSANTONIS: I have a policy about ferries. We are replacing the timber-hulled ferries with steel-hulled ferries. I am saying, hypothetically, why would we not enter into discussion with councils about this sort of thing? The government has no plans to do this, but why would you not, over the long-term, work out a new funding model? Why does the commonwealth get away with spending nothing on River Murray ferries? Why is the commonwealth not part of this picture as well?

Ms Chapman: Grow up.

The Hon. A. KOUTSANTONIS: The member for Bragg's solution to this is to say, 'Grow up'. 'Do not ask the commonwealth to spend anything. They are a Liberal government now. They must protect their budgets.' That is the difference. We will stand up for South Australia while members opposite stand up for Canberra, Sydney, Brisbane and New South Wales. The reality is this: only this government has the courage to stand up for Canberra, and only this government can say no to Tony Abbott—members opposite will not. How many questions and how many letters has the member for Chaffey written about ferries before the last budget decision?

Mr WHETSTONE: Point of order, Mr Deputy Speaker: I would just like to remind the minister that I have written to him on the ferry issue and it has taken him nearly five months to respond.

The ACTING SPEAKER (Mr Odenwalder): What is your point of order?

Mr WHETSTONE: Relevance.

The ACTING SPEAKER (Mr Odenwalder): The minister might like to clarify—

The Hon. A. KOUTSANTONIS: He wrote to me after the budget decision.

The ACTING SPEAKER (Mr Odenwalder): —and the minister's time has expired. Member for Stuart.

Mr VAN HOLST PELLEKAAN (Stuart) (11:28): I rise to close the debate here. The government tells us that everything is okay. They oppose this bill because everything is okay. We know from the Cadell experience that everything is not okay, and that is why we support this bill.

Let me just compliment the Cadell community, particularly Mr Danny McGurgan, Deputy Mayor Kevin Myers and Mayor Dave Burgess, for standing up to the government and for beating the government. It is not true that the government listened, consulted and change their mind. The community beat the government. We supported them and we support this bill.

The house divided on the second reading:

AYES (18)

Brock, G.G.

Gardner, J.A.W.

Hamilton-Smith, M.L.J.

Pegler, D.W.

Sanderson, R.

Venning, I.H.

Chapman, V.A.

Goldsworthy, M.R.

Marshall, S.S.

Pisoni, D.G.

Treloar, P.A.

Whetstone, T.J.

Evans, I.F.

Griffiths, S.P.

Pederick, A.S.

Redmond, I.M.

van Holst Pellekaan, D.C.
(teller)

Williams, M.R.

NOES (24)

Bedford, F.E.	Bettison, Z.L.	Bignell, L.W.K.
Breuer, L.R.	Caica, P.	Close, S.E.
Conlon, P.F.	Geraghty, R.K.	Hill, J.D.
Kenyon, T.R.	Key, S.W.	Koutsantonis, A. (teller)
O'Brien, M.F.	Odenwalder, L.K.	Piccolo, A.
Portolesi, G.	Rankine, J.M.	Rau, J.R.
Snelling, J.J.	Such, R.B.	Thompson, M.G.
Vlahos, L.A.	Weatherill, J.W.	Wright, M.J.

PAIRS (4)

McFetridge, D.	Fox, C.C.
Pengilly, M.	Sibbons, A.J.

Majority of 6 for the noes.

Second reading thus negatived.

REGIONAL TRANSPORT INFRASTRUCTURE

Mr VAN HOLST PELLEKAAN (Stuart) (11:36): I move:

That this house recognises the significant positive contribution that transport infrastructure throughout Regional South Australia makes to regional communities and to our whole state's economy.

I was extremely fortunate last year to have an intern from Mr Clem Macintyre's program, as we all have the opportunity, come and work with me and my staff member Mr Chris Hanna, on some very important regional development matters. I particularly asked for an intern with a strong economics background, not particularly studying politics. I wanted somebody who understood economics and regional communities, because that is what I wanted to delve into. I wanted a report that would contribute to quantifying exactly how different infrastructure provided by the government in regional communities contributes to regional economies and also regional communities with regard to more the important social strengths aspect.

I was very fortunate to have Ms Alexandra Grigg come and work with me and do an excellent job. What I asked her to look at specifically was the different ways that health facilities and infrastructure, sporting facilities and infrastructure, education and transport impacted on regional communities. Some of the measures used were population, income, crime rates, volunteering rates, employment rates, and age spread, which is a very important gauge of any community. If you have a fairly even spread of ages—lots of young people, lots of middle-aged people and lots of old people—whether it is a big or a small community, that is a very important gauge of the health of that community.

Ms Grigg did some excellent work for me and was able to, through her economics and in fact econometrics knowledge, really start to quantify some of this. I am going to read some excerpts from her report.

Economically, it can be seen in the findings of this report that transport infrastructure expenditure increases real median weekly household income by \$128.47 per unit invested. This additional expenditure has economic multiplier effects, including increased employment opportunities which flow on to influence the social welfare of the community. Transport services facilitated extended access of regional South Australian towns' residents to other opportunities, both economic and social. As a result of increased transport facilities in the district, there is a greater ease with which community members can access other services available in both their immediate and surrounding networks.

As you know, Mr Deputy Speaker, this report was into a range of facilities: sporting, health and education, as well as transport, but I am confining this discussion and these quotes to transport. The report continues:

As can be seen in the town population regression in section 3.1, a one unit increase in regional transport facilities generates 2,274.70 (significant at a 5% confidence level) increase in the population of that district...

The increase in regional community population due to transport infrastructure also results in the diversification of age groups present in the diversification of age groups present in the district. With the increase in businesses and services responding to increased demand due to urbanisation, and the greater ease with which residents can access these facilities, the increase in local population is coupled with the diversification of age groups

present in the town. As can be seen in the regression in section 3.1, transport infrastructure investment increases local age group diversity by 0.364 units. This result is also significant at a 5% confidence level.

These findings suggest the multiplier effect to investment in rural transport facilities significantly increase the social capital of the district, in turn, enhancing community strength.

Another excerpt states:

The networks developed through rural, social and economic facilities create support and interaction which results in numerous benefits including increased perceived community safety and a reduction in crime rates. Investment in these facilities allows social networks to prosper, in turn, developing greater social capital. As a result, the community is able to experience many economic and social opportunities, allowing for further economic and social welfare multiplier effects (which are both ongoing and long term). Consequently, these robust communities experience a wide variety of benefits including improved safety, reduced crime rates, improved health, lower mortality rates and improved social interaction, overall a greater sense of community.

We would all agree that those are incredibly important outcomes, but I suspect that most members of the house would not have known that those outcomes can be directly related to government investment and infrastructure in the transport sector in regional communities.

Mr Deputy Speaker, you know that I am a very passionate, focused, rural member of parliament, and there are others here who fit that category, but this is evidence-based. This is a quantitative study that proves how important this investment is, and it also proves the benefits in a commercial and economic outcome as well as the benefits in a social and community capital outcome. I will read a quick summary from the report in regard to transport facilities:

Regional South Australian transport facilities, by far, have the greatest impact on a community's social welfare. Investment in transport facilities in rural areas increase the flow of social capital, allowing for a superior spread of information, news opportunities and access to larger, more urbanised townships.

Increasing regional transport facility investment in South Australia significantly increases real median income, population, age spread diversity, full-time employment rates and the cluster of businesses within a community.

The significant economic multiplier outcomes are: increased economic opportunities, increased local expenditure, and increased outside revenue. The significant social welfare multiplier effects include: increased flow of social capital, increased diversity, increased access to opportunities, and increased spread of information. That is compelling and conclusive evidence of what I suspect we all would have assumed, but it is very important to get those sorts of numbers and that sort of research done, and I thank Ms Grigg for the work she had done on that.

In the electorate of Stuart, which I represent, this plays out in many ways, and let me start with Yorkeys Crossing. For those who do not know, Yorkeys Crossing is a dirt road that runs around the northern outskirts of Port Augusta, essentially from the south-eastern side of town, and joins onto the Stuart Highway north-north west of Port Augusta. It is an exceptionally important piece of road that needs upgrading. It needs upgrading because right now the main road through the middle of town across the bridge, with one lane in each direction, is the significant transport route from Sydney to Perth and from Adelaide to Darwin, not to mention its importance regionally in the Upper Spencer Gulf and within the town of Port Augusta.

Yorkeys Crossing is an exceptionally important piece of road infrastructure that deserves an upgrade because right now we have double road trains travelling from Adelaide to Darwin or Sydney to Perth sharing one lane each way with mums taking their kids to or from school. It is not sustainable, it cannot go on any longer, and we need to have a solution to this problem. The long-term solution in one form or another is two lanes each way across the gulf, but the interim solution is the sealing of the road that is already there.

This is incredibly important because not only is it the key transport route but all the emergency services in Port Augusta are on the east side of town and there is a continually growing residential development on the west side of town. This means that if the bridge is out for some reason, as has happened three times in the last 3½ years, because of a breakdown, an acid spill or something like that from heavy transport, the emergency services cannot get across the bridge.

If an older person has a heart attack, a younger person breaks an arm, somebody gets bitten by a snake, or if there is some medical emergency, a fire or some other type of emergency service requirement, and the bridge is shut, they have to go via Yorkeys Crossing. It is a gravel road. It is a slow road. It is the long way around and, if it is raining, the road is closed. In Port Augusta, we only need six millimetres of rain to shut Yorkeys Crossing.

Under those circumstances—heaven forbid it would ever happen—the person on the west side of the gulf would not receive the emergency service they deserve. Of course, the backup is the old bridge that can take up to two tonnes, I think, which is an ambulance but not a fire truck. They have to take padlocks and unlock bollards because right now it only has regular public walking access. It is a very slow, cumbersome and unacceptable path. We need to upgrade Yorkeys Crossing. The evidence that I went to in fairly great detail describes how important investment in this sort of transport infrastructure is.

There are numerous other country roads and outback roads. When I think of outback roads my mind goes immediately to the three main tracks: the Strzelecki Track, the Birdsville Track, which are both in the electorate of Stuart, and the Oodnadatta Track, which forms largely the boundary between the electorates of Giles and Stuart. Those three tracks are very important pieces of infrastructure, but the Strzelecki Track is the one that really generates significant wealth for our state.

The Strzelecki Track is the one that goes up to Moomba and links the bitumen from Adelaide to Lyndhurst with the oil and gas fields in the Cooper Basin. The Strzelecki Track is the one that links us with enormous economic opportunities and wealth growth in the north-east of South Australia and into Queensland. That road needs some upgrading. I understand nobody can lay bitumen across the entire 500 kilometres straightaway. I would not expect that from a Liberal or a Labor government, but a Liberal or a Labor government must be focused on trying to upgrade that piece of road infrastructure. A small amount has been done on some creek crossings and some overtaking lanes, but the work needs to continue.

We have already talked about the Cadell ferry in great detail today, so I will not do that again, but the Cadell ferry is a perfect example of an important piece of transport infrastructure. The government wanted to close it. It cannot be closed and none of the other ferries should be closed either. Ports and rail are absolutely vital and, at the other end of the spectrum, have the opportunity to unlock enormous amounts of wealth generation within our state—whether it be through agriculture, through exports, ideally, of our mineral, gas and oil resources, or through improved tourism in some way through rail.

Let me now turn to speed limits. This government has already reduced country road speed limits in an enormous part of the state from 110 down to 100 km/h. They currently are considering nearly 200 extra stretches of road to do exactly the same thing. As well as the ridiculous impost on the lives of good country people driving responsibly, it makes our country road network so much less efficient. What I am speaking about in this motion is the important contribution of our road and transport infrastructure, but that infrastructure has to be used efficiently.

The government wants to take roads that are perfectly safe—73 of those roads have had no accidents and no serious injuries in the last five years—and pretend this is all about safety when clearly it is not. If the government wants to make people who currently drive at 110 km/h then drive at 100, if the government wants to take trucks that are currently allowed to drive at 100 km/h and tell them that they are allowed to drive at 90, and if the government wants to take trucks that are currently allowed to drive at 90 km/h and tell them that they have to drive at 80 km/h, there is just going to be a gigantic handbrake on our state's economy. It will mean that the road infrastructure we currently have in our state is made far less efficient than it currently is, and that will go straight to the heart of our state's economy and our opportunity to generate wealth.

While I am speaking about trying to increase and improve our state's transport infrastructure to generate extra wealth and extra community capacity and strength, the government is actually making our arterial roads less efficient, so it will actually drag down our wealth generation, drag down our community capacity. It will mean those really important pieces of infrastructure will in future contribute less to our state than they do currently.

The Hon. L.R. BREUER (Giles) (11:52): I rise to support this motion on behalf of the government because I think it is good and fitting that on the last day of this parliament we acknowledge regional communities, the infrastructure that is out there, and our economy. The state government has certainly recognised that transport infrastructure and land use planning are fundamental for supporting economic and population growth in South Australia. Travelling the number of kilometres that I travel throughout the state, I certainly know that we need to have that infrastructure.

The implementation of projects and strategies has been guided by the state government's seven strategic priorities, South Australia's Strategic Plan, the Strategic Infrastructure Plan for South Australia (including the regional overview), and the Planning Strategy for South Australia.

The new draft Integrated Transport and Land Use Plan, which has been released for public consultation, has a strong focus on transport solutions and actions for South Australia over the next 30 years. Of course, with the development of mining this will be particularly important. The plan aims to position the transport system in South Australia to support the mining, primary and tourism industries and our regional communities. Examples of the regional transport infrastructure identified in the plan include:

- targeted road widening, which is really important. I spent a day in New Zealand recently and realised how good our roads and highways are compared with their system. Certainly we need more overtaking lanes. When you travel in those country areas you know the need for them;
- rest areas so that people can stop and rest—and I will not mention city drivers—and that includes the Augusta Highway to Port Augusta, the Sturt Highway to the Riverland, the Riddoch Highway to the South-East, the Eyre Highway to the west, the Barrier Highway to New South Wales, the Stuart Highway to the Far North (which I know very well), and the Lincoln Highway;
- capacity improvements, including duplication of the Augusta and Sturt highways in the long term;
- town bypasses at Penola, Port Wakefield and Truro, and a potential bypass at Renmark, and upgrading of Yorkeys Crossing at Port Augusta, which has long been a problem; and
- upgrading and sealing the Strzelecki Track, which the member for Stuart was talking about. That is quite an amazing road to go along and, certainly, given the amount of transport on that road now, I am glad that we are looking at it seriously;
- duplicating the Dukes Highway to Victoria;
- expanded pit to port capacity for the mining sector. This is becoming a real issue and I do not know how many ports are being proposed. We have not seen one yet, but it will happen. This is being investigated as part of the Regional Mining and Infrastructure Planning project, including new deep sea ports and road, rail and pipeline access;
- upgrading of the interstate rail line. It was wonderful in my time here to experience the opening of the Darwin-Adelaide railway line. We are certainly looking at a new line to Olympic Dam which will be needed; and
- upgrades to regional airports, which it is good to see happening at present, and of course there is still plenty that needs to be done.

These solutions and actions will require both public and private investment and will improve the efficiency of our freight routes, our ports and our end-to-end supply chains. The significant investments in infrastructure that will be driven by these plans and strategies will support jobs and protect important services for South Australians.

I know it is a very common complaint of people in regional areas and I have said it many times myself—in fact, I read my maiden speech and it was one of my main complaints and now I am giving that maiden speech to the member for Stuart because he can use it, I am sure—but in regional areas \$1.8 billion has been spent between 2001-02 and 2012-13 on the construction, maintenance and resurfacing of roads.

In relation to that point on resurfacing roads, while I am on my feet I do want to pay tribute to the Williams family of the Far North: Trevor, Tony and Wayne Williams who own Nilpinna, Hamilton and Mount Barry stations. For a long time they have been the bane of government because of the number of times they went on the radio and complained about the state of their roads in their part of the state. It was actually quite incredible. Regularly they were on radio complaining about it, particularly if we had had bad weather, etc.

They have done an incredible job in getting the message through to the government about how important it is to keep those roads maintained. Certainly one of the biggest humiliations in my life was being up there at one stage after heavy rain and having to call in to Mount Barry station, I

think it was, and ask Tony where we could go from there to get through to the other side. Having to ask a Williams brother about a road was pretty tough and they gloated at the time.

I also want to pay tribute to Alan Morris at Port Augusta who heads up transport there. He has been working in the job now for probably four years. He does an excellent job. Alan is very approachable. He does understand the conditions out there because he has lived in Port Augusta, Whyalla and Hawker. He has worked from those areas and he does understand the importance of the roads. He has been very good at negotiating and working between the government and the station-owners and the other residents in the outback. He has done an amazing job over the years and I want to express my appreciation to him as well.

I do want to just bring up one point while I am here. I have an issue currently and this goes back to what we are talking about here about upgrading roads, etc., because of the mining industry. I know there is a particular patch of road between Whyalla and Iron Baron, which is a turn-off from the Lincoln Highway to the Iron Baron. Of course, Iron Baron mine has now been opened and there has been an incredible amount of traffic going through there. I know there are real concerns from the workers and the union about the safety of that road, and there has already been a number of incidents.

I am hoping that the state government will look at that and look at surfacing that road in the near future, as they did with the Lincoln Highway to Lucky Bay to put the ferry in. If you have a need there, it needs to be seriously looked at, so I hope they will look at that. It was always a very good road. In fact I used to laugh, because I to travel that road quite regularly. I like to go down there and cut through because it is beautiful country through there to Kimba. We always called it the Barry Wakelin Highway because Barry lived on that road and it always seemed to be in really good condition, but I understand that first patch now is quite degraded—I have not been there for a few months—so I am hoping that that will be looked at seriously.

Transport and infrastructure is really important out there in our regions and I have had arguments here with my colleagues about the state of the roads in city areas, metropolitan areas and the outer metropolitan areas. I have had a lot of complaints about the state of their roads and potholes and whatever, but what we are talking about, when we talk about the outback particularly, is a lifeline between two communities.

If you are living at Oodnadatta and your child has a seizure during the night, and you have to get to the Coober Pedy Hospital, you have to go across 200 kilometres of gravel road. It is extremely dangerous. You have to be very careful. So, what we are talking about are lifelines for people, and that is essential to keep at the forefront all the time. I know that the traffic is much heavier on city roads in metropolitan areas. It is much heavier; we know that. However, the fact of the matter is these are roads that we need to travel on. We need to use them for emergencies and everyday living, so there has to be a lot of input into those areas to make those roads safe for people who live out there.

I support this motion. I am pleased that the member for Stuart has brought this up. It is not very often that I support a motion from the other side, but I am very happy to support this one. I look forward to a great future for us.

Mr VENNING (Schubert) (12:01): It is appropriate that on my last day in the place we have a subject like this. I congratulate the member for Stuart for bringing this up. In my whole time here, 24 years, this issue has been paramount, particularly for me as a country person. Transport infrastructure is a very important issue for all us country members. I appreciate what the member for Giles has just said.

I have always been a strong advocate of trying to maintain the standard of our highways so that we can increase speed limits, not decrease them as we have been doing. Having been to China and other places where they are increasing their speed limits right across the country, travelling in a Chinese train at 330 kilometres an hour is unbelievable. Pouring a glass of wine, there is not a ripple in it. They are amazing technologies. We cannot knock the Chinese for not building quality products.

I feel that we, in this country, are behind the eight ball in relation to infrastructure, particularly in relation to transport infrastructure and people. Not only does Europe have the TGV fast trains, now China has these very fast trains, as do most countries, but what are we doing about it? We are putting a new train on the road this morning and its top speed is 110 kilometres an hour. We are falling behind, and this motion really highlights it.

We have to dual our highways, not just reduce the speed limits. We need to dual our highways north from Port Wakefield to Port Pirie as stage one; the Sturt Highway from Nuriootpa to the state border, the Dukes Highway, Tailem Bend to the state border. I think the only thing I can thank the Bannon-Arnold Labor government for was the dualling of the highway from Adelaide to Port Wakefield. It is the only thing I can think of regarding major public works that they did that I thought was worthwhile. It is well used and it has dropped the road toll considerably, so why don't you continue it? Push it further forward. You see people do some stupid things on country roads.

We want more passing lanes, particularly in our tourism areas, especially on the Clare road between Tarlee and Clare and, even more importantly, Auburn to Clare because the road there is very bad. I regularly drive on it. I see drivers take ridiculous risks because it is difficult to pass slow moving machinery, trucks and everything that uses this local road. Of course, the visibility ahead is very poor; it is a very winding and bendy narrow road. Some passing lanes, at least, need to be put in there urgently between Auburn and Clare because people get frustrated and they just put their foot down and hope nothing is coming around the corner. If there is, there is a mad scatter with dirt and dust flying up. It happens every time I drive on the road.

Anama Lane: this is not in my electorate but at last the road has been sealed and detoured around there, and that has been a 22-year thing that I have been pushing for over many years, but at least it is there and it is now the member for Frome's area. The work was done over a long time but I am pleased to see that is there after 24 years of campaigning.

As to the by-pass roads in Clare, and I think the member for Goyder as a past local government person would sympathise, it annoys me that communities like Clare, and Gawler to a lesser extent, have not allowed the by-pass of these main streets because all the traffic goes right through the middle of Clare, as it does at Gawler. That annoys me because, as a community, you are going from one end of the state to the other. You sit in the main street of Clare while a little old lady is trying to park her Morris on the side of the street. It is all very well, because I am an MP and I wave and smile but, I will tell you what, I get very grumpy when I am running against time.

We should not have semitrailers in the main street of Gawler or Clare because they need to have a bypass road. Many options have been put up. The member for Gawler-Light is here. Why the heck doesn't somebody bite the bullet and make that decision.

Likewise for Truro. In my electorate of Truro they need to bypass the main street. It is not a big deal, nowhere near as big a deal as the other two, but the option is there and it should be taken up because we want these heavy vehicles out of the main street. Likewise in the Barossa; we want the completion of the heavy vehicle bypass to get these trucks out of our towns. There is nothing worse than sitting in Nuriootpa, talking to the local baker lady—a lovely lady; in fact, I had the federal member there the other day—with these trucks crashing past. She said, 'Those trucks don't need to be here,' and I said, 'Exactly right.' They are going through and they should be going around. We do not want these trucks in these towns when they do not need to be there. Give them a convenient option.

The member for Stuart mentioned the three tracks, particularly the Strzelecki. I was in the north not that long ago, and I could not agree with him more. These roads are critical to our state's economy, particularly when you realise the amount of money that is being spent by the mining industry. When you move around you see quite clearly that a lot of the mining business is going over the border to Queensland, and you wonder why.

If you drive out east of Innamincka you will see what we mean. The road to the border is absolutely shocking. It is an unsealed, rough track. You get to the border and what have you got? A sealed highway. Magnificent. You cannot believe the difference. Why don't we at least do our side to marry it up; but, no. I cannot believe that we have not upgraded these roads for the sake of our state's economy, because mining business is our future.

The member for Stuart also mentioned country road speed limits being reduced. I got in trouble the other day for something I said in here. Maybe I should not have said it, but it is true. I think it is ridiculous. I think common sense should come into this whole issue of speed limits. I am happy to get pinged for breaking the speed limit law if I am taking risk or not driving safely or not being responsible. However, placing 100km/h speed limits on some of these country roads is just ridiculous, particularly when you are driving late at night and there are no cars.

I remind the house that I have done 1½ million kilometres since I have been in this place and I have had very few accidents—

The Hon. J.D. Hill: Very few?

Mr VENNING: What did he say?

Mr Whetstone: Kangaroos.

Mr VENNING: Kangaroos. Several kangaroos, that's true, for sure. As you travel around the world, to Germany and these sorts of places, the speed limits are going up. Here in Australia they are going down. Is there a message there for us? Are we doing something wrong? Technology is improving and increasing and we are going the other way. I believe the dual highway to Port Wakefield could at least be trialled at 120km/h as long as we upgrade some of those intersections. That is the problem with high speeds—intersections. All roads should be designed so that we have unders and overs so that no direct intersections are on these highways. I get a bit steamed up about that.

I also wonder why we cannot run a railcar to Port Pirie and/or to the South-East because trains are also a part of transport infrastructure. I cannot understand why the government will not at least trial the return of the Barossa Wine Train. The track is there and it is not very much used. The quarry train now only runs two or three days a week, so there is plenty of timetable on that line to run a passenger train.

I have read what the member for Light had to say in the media this last week. It was in the local rag. I have never heard a bigger load of rubbish in my life. The track is already there. You do not need to encourage anybody. A person has bought the train, wants to run it, and you put every impediment in his way to say why he cannot run it. The track is there. I just feel so sorry. I will mention the man's name: Mr John Geber, who has now gone and bought an American venture because this just has not happened. I am so sad for him because he had the guts to have a crack.

What I want to see to get people off our roads is to get them into trains. I would also like to see—and the member did not mention this the other day—the metro ticket introduced for the people in the Barossa people, so that they can get to Gawler and catch the new electric train that will get there one day down the track. So, that is what we are asking for.

It is a very good motion from the member for Stuart. It is very appropriate that we all agree here, on the last day of this parliament. I am pleased that the government is going to support it. Well done, the member for Stuart. It has been a subject of mine, and I will watch in my retirement with interest to see what you are going to do about it.

Mr WHETSTONE (Chaffey) (12:10): I too rise to support the member for Stuart's motion regarding transport infrastructure in regional South Australia and just how crucial it is to this state, not only for its economy but its part in the network that is vital for South Australia to be interconnected. I think most of us here today take the use of our roads for granted, and the cost. It is not only about the roads and the cost but also what it generates and what it delivers for the dollar invested.

I want to talk about the roads and the maintenance of the roads, and I want to particularly talk about the safety of our roads, the economy and also the challenges it presents to tourism. I think, first of all, the roads in South Australia, particularly in the electorate of Chaffey but in all of the regional electorates that have their main arterial roads, whether they be federal, state or local government roads, are a vital piece of infrastructure that is part of the network to deliver produce to collection points or central silo points. Whether it is delivering produce to ports or whether it is delivering produce to airports for airfreight that network is vital for this state's economy.

I must say that I live on the Sturt Highway, which is one of the federal highways that runs out of the eastern seaboard into South Australia or connects to the west and carries the majority of freight. I am seeing that the connection to that Sturt Highway is now starting to be utilised more and more because a lot of the state roads are now in such a state of disarray—and the maintenance backlog continues to grow—it is forcing transport operators and all forms of road users to look for the safest road and the road that is potentially in the best condition, so that they can actually get to their destination without wrecking their vehicle or continuing to put more pressure on the road. As we know, one pothole turns into two. A piece of shoulder on a highway degrades very quickly because, obviously, you bounce out of a hole, you bounce off the shoulder and it just increases the impact on that road.

I have had a number of constituents write to me on a regular basis with concerns over safety. I have taken photos and written many letters to our state minister, wanting some maintenance program for certain sections of road, particularly sections on the Goyder Highway, the

Stott Highway, the Karoonda Road and the Mallee Highway. I know that the Mallee Highway is a vital piece of road infrastructure between the electorates of Chaffey and Hammond. That is a road that is really going under the radar. Considering the amount of produce that comes out of the Mallee, that heads towards receival depots or heads towards markets or the port, it needs to be reassessed.

I know that some of the big, broadacre, horticulture businesses, particularly in the Mallee, are extremely concerned about the condition of the roads, the impact it is having on their vehicles and the impact it is having on oncoming traffic. I have had operators come to me saying that line of sight has been an issue. At the moment, we are seeing many grain trucks. As I said yesterday, we are right in the middle of grain harvest, and it is forecast that there will be the equivalent of around 10,000 B-double trucks travelling from farm gates to receival depots in the eight to 10-week period of grain harvest in the Mallee.

It is about what this represents: every time trucks pass, the shoulders are becoming narrower and more damaged. Trucks are now having to run right off the road to avoid knocking off one another's mirrors or endangering the safety of oncoming traffic. That is something that I and other people are very concerned about; it is about safety.

In relation to the maintenance backlog, independent assessors have said that there is around a \$400-million backlog of road maintenance statewide. That is really concerning for every road user. It is not just about the commercial users; it is also about the day-to-day private vehicle users and the tourists. Every person who comes in contact with a road that is in need of maintenance is travelling on that road at their own risk. Oncoming traffic, dodging around holes and dodging around shoulder degradation are becoming more prevalent, and road safety is becoming more of an issue as time goes by.

This current government's solution to the backlog of road maintenance and road safety is 'Let's reduce speed limits'. As members on this side have said, reducing speed limits is not about making the roads safer, it is about putting a bandaid on the problem. The bandaid solution is not what this state needs; we need a better program for road maintenance. It is about reducing speed limits on roads that are not a risk to the motorist or commercial operator. As an example, each day we have around 10,300 vehicles travelling on the Sturt Highway, which runs through Chaffey. Of those 10,300-odd vehicles, 32 per cent of those vehicles are commercial vehicles.

We talk about our youth—the P-plate regulations have just come in. Those L-platers and P-platers are young and inexperienced drivers, and they have to face lines of B-double trucks head on, and vehicles coming at them at 110 km/h. The underlying issue is the safety around oncoming traffic, and that is primarily around what the backlog of road maintenance presents with the safety issues.

Tourism is vitally important, not only to local economies, but also the state's economy. We hear that, sadly, tourists are actually avoiding a lot of the roads because they are seeing the degradation of roads and they are also having to deal with an increased number of trucks. The member for Schubert talked about the need to duplicate roads, put in more overtaking lanes, and establish better rest areas.

I note the upgrade of some rest areas on the Sturt Highway in recent times; it beggars belief that we can have a rest area that has a skinny lane off the road with barely enough room to drive off the road and park, and then have the shelter right at the very end of that rest area. It really does seem to be a half-hearted attempt at putting a rest area there to deal with fatigued drivers, and I have concerns in relation to the safety of those drivers who pull into that rest area.

The truck and tourism issue is not fitting in well when we are looking to entice tourists. We are trying to bring people into the regions, and that those people travel safely on our roads. Many of them have made contact with their own electorate offices in relation to issues of road safety, potentially in my electorate and other regional electorates, because they are concerned about the safety and standards of roads. It really is something that this government is not addressing.

I do want to pay tribute to Ted Gilbert, who has been a member of the Road Transport Authority for many years and has recently retired. But I refer to his contribution towards keeping all of the commercial operators on notice to make sure that they were abiding by the law, but also the understanding that he had around making sure that transport operators were aware of the rules and regulations and just knowing how it should be treated and not treating them with a sledgehammer when they came in with something minor, and not, in those cases, giving them a referral defect and sending them down to Regency Park. It is about that working relationship that

he had with the commercial sector, and I commend him for that. I am sure that Ted is probably travelling around some of the regional roads today on his journey into retirement. I welcome the member for Stuart's motion.

Time expired.

Mr PEGLER (Mount Gambier) (12:20): I rise to support this very important motion, that the house recognises the significant positive contribution that transport infrastructure throughout regional South Australia makes to regional communities and to our whole state's economy. I might point out that, in living in Mount Gambier, we often compare what we have in this state and in the Mount Gambier electorate to what is just across the border. I might say that, when it comes to health and particularly mental health issues, we are way behind Victoria, but when you look at roads and transport infrastructure, we are that far in front it is unreal. You only have to compare the roads in the Mount Gambier electorate to those just across the border. It is an absolute disgrace, the state they are in.

For many years, I was the chairman of the Roads and Transport Working Group for SELGA, which is South-East Local Government Association. In that time, we developed integrated road transport plans for the South-East and also put in place processes for when councils would put in grant applications for road funding. In that process, those roads had to be part of that plan and they also had to reach certain criteria.

We then had those grant applications assessed by an independent engineer, who basically gave them a mark on what their importance was. Through that process, the South-East was able to gain much more grant funding than it had previously. That was then used as a model for councils right throughout the state.

We also in that time developed a Timber Industry Road Evaluation Study, which looked at the transportation of timber right throughout the Green Triangle region. You must bear in mind that there is about 3 million tonne of pine and up to about 3 million tonne of blue gum transported right throughout the region every year, so we developed plans for the future road infrastructure for the timber industry. Whilst Victoria may be behind, I am proud to say that in the South-East nearly all of those future roads were addressed, so that was a great move in the right way.

We also developed a plan for the Penola bypass and it is good to see that that is now being supported. We also developed a plan for a bypass around Mount Gambier along the Fairbanks and Worrolong roads. We managed to get \$3 million out of the federal government and a fair bit out of the state government, and that road has now been fully constructed, which means that there are fewer trucks now going through Mount Gambier, and also for the residents along that road it is much safer now than what it was previously.

I would also say that for the citizens of Mount Gambier who have to travel to Adelaide, I believe that we have seen great improvements on the Dukes Highway over the years. There are several more passing lanes now and a lot more shoulder sealing, which makes it a lot safer for people. Unfortunately, there are still a lot of accidents there, but when you have a look at those accidents it is often more through driver fatigue than the quality of the road. Also, the shoulder sealing on the Princes Highway between Kingston and Meningie has made that a much safer road too.

In my time as the representative of Mount Gambier in this parliament, I have been quite successful in lobbying the government to spend money on the roads in my electorate. Just to give you an example, we now have two new overtaking lanes on the Princes Highway between Millicent and Mount Gambier which cost \$3.65 million; the Bay Road has had its shoulder sealing and guard fences put up at a cost of \$900,000; we now have traffic lights at the corner of Jubilee Highway and Pick Avenue which cost \$1.08 million; the Princes Highway shoulders have been sealed right from the edge of Mount Gambier to the Victorian border which cost \$646,000; and one of the notorious intersections, Casterton Road and Attiwel Road, has been upgraded at a cost of \$700,000 and it has made that intersection much safer.

Also the intersection at Fairbanks and Worrolong Road at a cost of \$784,000 have been completed and the Carpenter Rocks Road has had some shoulder sealing and barrier work done which cost a further \$240,000; the South Australian government contribution to the Kennedy Avenue upgrade was \$280,000; concept plans have been developed for the Wehl Street and Wireless Road intersection at \$117,000; and the Nelson Road/Whitehead Road intersection upgrade cost \$69,000.

With our fishing industry, the government has contributed \$250,000 to the boat ramp at Blackfellows Caves, which will make it much easier for professional fishermen to get in and out to cart their lobster; and another \$60,000 for navigation lights at Carpenter Rocks which will make it much safer for the fishermen when they are going in and out. We've also had a commitment from the South Australian government of \$1.87 million for the marine and wharf facilities at Port MacDonnell, so that it will be much better for the professional fishermen to get in and out to sea, and they will also have refuelling facilities, etc.

One of the sad things about this project is that the previous federal government had promised \$750,000 towards it which, at the moment, seems to be in limbo, because it had not been signed up. I have been imploring the local member for Barker, Mr Pasin, to get on it and try and get that money back to us and, unfortunately, he basically only gave it a bit of lip service and said that the Grant District Council (who are the proponents of this project) could come along to a meeting that he was organising with an assistant to the minister.

There are roads which I think still need doing in Mount Gambier, particularly the Wireless Road/Penola Road intersection. There has been a lot of debate on that one over many years and, unfortunately we have not been able to get that across the line, and I will continue to push for that for a long time. I also believe that we need some guard rails along the Penola Road in between the airport and Tarpeena where there is a big drop-off, which will make it much safer if people inadvertently run off the road.

I also believe the road between Nelson and Mount Gambier needs some attention with shoulder sealing and, perhaps, guard rails in places. With Mount Gambier being probably one of the major transport hubs in South Australia, I think most of our road infrastructure is quite good. We can always improve it, but at this stage I believe that we must concentrate mostly on road safety, and I certainly do not support the proposition that we should be dropping speed limits. I think we should be making our roads safer so that we can travel along them safely at 110 km/h.

There is no point in having the infrastructure and letting it fall to pieces. You should never go and build anything new until you can maintain what you already have, so I implore this government and any future government to make sure that their maintenance is up to date. In the Mount Gambier electorate, I think DPTI spend about \$2.5 million each year on road maintenance, so it is kept fairly well up to scratch, but we must make sure that that never falls behind.

Mr GRIFFITHS (Goyder) (12:30): I rise in support of this motion, because I do not see it as being politically motivated. Indeed, it is a challenge for all political parties now and into the future to try to get this right. Government, opposition, minor parties—everybody has to have a policy that ensures that there is recognition for the transport infrastructure requirements for regional South Australia for our state's economy to grow. It is for that reason that I support this motion very strongly.

This links back to a figure that the RAA has been talking about for some time of the backlog on maintenance, and the member for Mount Gambier just talked about maintenance issues, too. There are various figures of between \$200 million and \$400 million, but it is a great challenge for current and future governments to get it right. I will put on the record that I have been grateful every time there has been an investment in transport infrastructure, over the last 12 years in particular, from the government in the Goyder electorate. I am very grateful for that.

Deputy Speaker, when you were minister for transport there was a shoulder widening program that took place between Ardrossan and Port Wakefield. I thank you for that and I do it publically, too, because it was an important investment to make. I am frustrated that the speed limit was not changed back to 110 km/h afterwards—it still stayed at 100 km/h—but there is a far greater quality of infrastructure there now to support economic opportunities. From that comes what both the local community and visitors require. It is a great challenge to try to have plans in place where there is a capacity to know where the problems are, to determine time frames for fixing it and to find the dollars that are required to undertake it.

We all have roads in our areas that people constantly talk to us about. I am no different to any other member where it would be a daily occurrence that someone talks to me about the quality of a road. Listening to talkback radio yesterday on the ABC, it was defined as Kadina to Yorketown Road and then brought down to between the Minlaton and Maitland Road. Sections of that road are terrible. I do not know how else to describe it. My daughter drives on that road every day going to work and she is in my ear constantly. She is one of probably hundreds of people who are in my ear constantly talking about it. It needs to be fixed. It is an issue of undulations and shoulder width.

The number of concerns that are addressed to me are sometimes linked to sporting travel. When people travel locally they get used to a certain section of road and they do not talk about it that much, but when they go outside their normal area and drive further to a sporting commitment, they are on a road that they might only do once or twice per year, that is when I start to get the calls. I can look at what the footy and cricket programs are and work out when the calls are going to come, because it goes back to that.

I am lucky enough to represent an area that has a large number of visitors, and they are very demanding people, actually. They love the area, they invest in it, they spend a lot of time and money there, and I wish they would spend some more money there, but they expect good-quality infrastructure when they are on the peninsula, and the Adelaide Plains area, so we have to get that right also.

I put on the record that I was sent an email today with a letter that was received at my electorate office. I wrote to the Minister for Transport looking for a commitment towards an intersection upgrade in Port Wakefield. That was to do with the Bowmans intermodal, transport through the town and the challenges that are created when there are a large number of trucks that need to leave Bowmans, get to Port Wakefield and then head north. That creates difficulties getting across that very busy stretch of road.

As I understand it, DPTI has undertaken the planning and will be managing the project, but it is business that is funding the infrastructure upgrade. That is an opportunity that has to be pursued. I know business wanted it to be funded from within departmental resources, but that was not able to be brought forward, so business has seen the challenge, looked at the fact that its repayment is going to be a lot more than what its cost might be, and the collection of developers and businesses that operate at Bowmans have put funds into that—and I think it is in the range of \$50,000—to improve that intersection. I commend them on that.

This motion, as I understand it, really does translate to a transfer of a challenge back to state, federal and local government roads. All of us have local roads in our areas that people come to us continuously and want the council to do something about. Having come from local government, I know you are able to do some, and you rely upon state government grants for others, and then partnerships are created for infrastructure to be improved.

Funding programs change from time to time—some things drop off and some things come forward—but people, no matter where they are, are still complaining to governments at all levels about where they want infrastructure. I think this motion is linked not just to permanent residents but also to economic opportunities that come from industries that operate in these areas. Industry can be tourism, it can be mining, it can be wind farms, it can be grain and agriculture, and it can be aquaculture and seafood. All those link to the requirement for a better quality of road network.

I am lucky enough to have ports in my area. They create a lot of traffic movement and they also create particular challenges during the really busy times of the year. Drivers of other vehicles are certainly respectful when there is a large number of trucks on the road, but it does create some challenges with shoulders, where they have had trouble with some slippery roads that have seen some near accidents, and it exacerbates some of the problems with blowout areas on shoulders. I have heard of reports of trailers on trucks that are passing each other, as they try to move very carefully, moving off shoulders, and the trailers are kissing a little bit. It is an area that all governments, no matter where they come from, in future the years will have to deal with.

I would love to see a continuing investment in overtaking lanes, which we have talked about before, and rest areas. Many people are quite comfortable travelling long distances and have their body to a stage where they can do that. For the absolute majority, though, it necessitates a stop every two hours to get out and rest. If we had that investment of infrastructure and rest areas, we would certainly improve things.

I hope that other members in this chamber will support this motion because it comes from a positive sense. It comes from a sense of all persuasions of political parties working together to get the best possible result, and that is what all of us want to see.

Mr BROCK (Frome) (12:37): I thank the member for Stuart for bringing this important issue to the house today. I concur with the comments of the member for Goyder that it is for every member of parliament here—whether they be Liberal, Labor, crossbenchers or from minor parties—to work together to ensure that in the future we really have the best opportunities to repair and improve our infrastructure, and that includes the commonwealth government of Australia.

The transport industry across South Australia, and also the whole of Australia, is the backbone of our future growth and also of our current existence. Transport takes the form of not only road infrastructure but also rail and port facilities. All the above are critically required to supply the regional locations of this great state and to deliver, to and from, produce that is produced and supplied in the regions to the capital cities in South Australia and interstate.

Over many, many years sufficient funds have not been placed back into the regions to maintain and improve the existing transport system. We must remember where the royalties and growth, and all money for the growth, come from. They come from the regions, and they have been neglected over many, many years. The state decided many years ago to remove various rail systems across the whole state, and as a result we are now in a situation of not being able to transport our produce efficiently from the regions to other regions or cities across South Australia.

I believe that Sir Thomas Playford would be very ashamed of the behaviour of both parties in not maintaining the infrastructure he was very instrumental in establishing many years ago. As a state, we should have been maintaining it on a regular basis, instead of saying that it would last another five or 10 years. That did not happen, and we now have a situation that is critical. In those days, we had a great manufacturing sector based close to Adelaide and in the regions. I will just mention a couple: the Coca-Cola factory at Port Pirie, the Golden North facilities at Port Pirie, Clare and Laura, and many others in the state. Unfortunately, most of them have gone.

We now have our resource industry being activated, which it was not in the last few years. We need to get this produce to the ports and to the markets. We also have a great primary production industry in this state, and we need to get our grain to the various dispatch locations. That includes not only Adelaide but also the ports, as the member for Goyder has indicated.

We need to have our rail infrastructure improved as well as our roads and make certain they are all correctly classified to allow for GML and HML vehicles or whatever they may be. Commodity routes need to be across the whole of the state, and we need to work very cooperatively with the industry itself on this issue. Whatever needs to be transported needs to go on National Highway One or via rail or ship, as I mentioned earlier.

In my own electorate, until recently there have been many roads that appear to have had not very much attention, even unfortunately by my predecessor during the 15 years he was serving the people of Port Pirie and the electorate of Frome. I work very closely with my councils, and I also work very closely with my development boards. If we have an issue, we make a combined approach to the minister of the day, and we have been very successful in getting lots of work done in the last three to four years.

I will just mention a couple. We had the complete resealing of eight kilometres of road from Tarlee to Kapunda. We have had the Bute main street reconstructed, shoulder sealing of roads across the whole of the electorate of Frome, and a left-hand turning/passing lane at Giles Corner just outside Tarlee. I might mention that it is only half finished, but it is going to be finished off in this financial year.

The Gladstone roundabout at Gladstone, which improved efficiency and safety, is about a \$2.5 million project. The Kadina-Wallaroo intersection, just south of Alford, was one of the biggest safety issues there; a 450 metre left-hand merging lane has now been established, and I am sure the member for Goyder would approve of that because it has improved safety there. We have many passing lanes in the Clare Valley area on that road. Anama Lane at Clare started off as a \$1.6 million project but, thanks to the local council, the previous minister, minister Conlon, and also the current minister—and I thank her very sincerely for that—that is one of the best roads in regional South Australia.

We have had numerous guard rails put up for safety, and I commend the Minister for Road Safety. We asked for a guard rail because a car went through there and demolished the war memorial at Tarlee. They were not going to do it because they did not want to protect war memorials, but then I explained that it was to protect people who are attending the memorials there. Minister Rankine did that, and I thank her sincerely.

Unfortunately, there have been quite a few fatalities on the highway going past Snowtown, but after working with Mike Stone from the Snowtown Progress Association, and having had direct discussions on site with the department, that issue has been rectified and the visibility is a lot better. I congratulate the department and the minister because I understand that a lighting design has been done for both those intersections coming into Snowtown. They will have to fight the various other projects in the state.

I will also say, as the member for Goyder has indicated, that I am very grateful for the amount of work I have asked of the minister. Some of that work has not been approved and I have not always been successful, but I have been very successful in getting lots of work done to improve road safety in my electorate. Again I am very grateful to both the previous minister, minister Conlon, and also minister Koutsantonis now.

Also, as the member for Mount Gambier has indicated, I am not in favour of the reduction of 110 km/h on certain roads to 100, and I have supported each of my councils in that matter. Julie Holmes from the department has gone out to the councils looking at reviewing that speed limit, but certainly I have written a letter to the minister strongly debating that and asking for more clarification. I think there are a lot of ways to reduce road accidents other than bringing the speed limit back to 100 km/h.

In closing, I believe the state needs to work together with all the parties in this house, including the upper house, and also the federal government, and they need to do it in a cooperative way. The other issue is that I think when the budgets are done they should be done on a strategic, regional basis, including the regional people out there who are the key stakeholders, and not just by people in the metropolitan area. We need to include the regions in the budget discussions and the forward planning. I thank the member for Stuart for bringing this to the attention of the house.

Motion carried.

SITTINGS AND BUSINESS

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Planning, Minister for Industrial Relations, Minister for Business Services and Consumers) (12:45): I move:

That standing and sessional orders be so far suspended as to enable Government Business to take precedence over Private Members' Business forthwith.

An absolute majority of the whole number of members being present:

Motion carried.

WORKERS REHABILITATION AND COMPENSATION (SAMFS FIREFIGHTERS) AMENDMENT BILL

Consideration in committee of the Legislative Council's amendments.

Amendments Nos 1 and 2:

The Hon. J.R. RAU: I move:

That the House of Assembly agrees with the amendments made by the Legislative Council.

Motion carried.

Amendment No. 3:

The Hon. J.R. RAU: I move:

That the House of Assembly disagrees with the amendment made by the Legislative Council and makes the following amendment in lieu thereof:

Clause 4, page 3, after line 14 [clause 4(3)]—After inserted subsection (2a) insert:

(2b) If—

- (a) a worker suffers an injury of a kind referred to in the first column of Schedule 2A; and
- (b) the injury occurred on or after 1 July 2013; and
- (c) before the injury occurred, the worker was presumptively employed by the Crown as a firefighter for the qualifying period referred to in the second column of Schedule 2A; and
- (d) the worker was exposed to the hazards of a fire scene (including exposure to a hazard that occurred away from the scene) at least 175 times in any 5 year period during that employment,

the worker's injury is presumed, in the absence of proof to the contrary, to have arisen from his or her presumptive employment by the Crown.

Mr WILLIAMS: It was some weeks ago that we addressed this matter in this house and I remember at the time putting the position of the opposition to the Deputy Premier. Those of us on this side of the house fail to see how you can differentiate between somebody who fights fires on a continuing basis as a volunteer in the CFS as opposed to somebody who carries out the same work and faces the same hazards and risks to their own health as a fully paid member of the MFS or a retained MFS officer.

As a consequence of the opposition maintaining that position, we supported the amendment that was moved to the government's bill in the other place. I remember saying distinctly, and I have not read the *Hansard*, in this place when we last addressed this matter that even though the government would not support the amendments that I moved in this place, at that time I believed the other place would support those or very similar amendments, and that is exactly what has happened.

We remain convinced that there should not be a distinction between the treatment of one set of people and a second set of people simply because of the terms of their employment. We believe that if there is any distinction it should be about the level of risk that they face.

The government is arguing that one group of people, because they are employed as professional firefighters, should be treated differently to a group who perform not dissimilar duties and face not dissimilar risks but are volunteers. I would have thought—and the opposition believes—that it is even more important that we give volunteers the level of cover that this bill proposes to give.

The minister is proposing to come a little way. I have had discussions with the minister on this. Although I am not going to go into the content of private discussions that we have had, I just want the house to know that my position when representing the opposition, and the opposition's position, has always been that we cannot see why you would have a set of criteria which firefighters need to meet to qualify for this reversal of the onus of proof applying to one group and not applying to the other group.

What we have argued consistently is that, if you are going to establish a reversal of the onus of proof—and there is some qualifying in the original bill inasmuch as the years of service, we have accepted that and that seems to fit in with the studies that have been done on this matter, but the government is now saying, 'We will come some way to accommodate the CFS volunteers but they need to meet this other criteria.' My position on behalf of the opposition is that that would be fair and we would see that to be fair and equal if that very same criteria applied to everybody, whether they be a CFS volunteer or a full-time or retained officer within the MFS. The government has failed to argue why it does not find that an acceptable position. So I have to inform the house that the opposition's position has not changed.

Ms CHAPMAN: I rise to welcome the amendments from another place. Clearly, the Legislative Council has formed the view that people do need to be treated equally, that people do need to be recognised and respected for what they do, irrespective of whether or not they have a remunerative package associated with that contribution. I think it is quite unacceptable that the government still at this point is attempting to present another alternative to avoid recognising and respecting the people who are going out there and putting their lives at risk every day. I just find it reprehensible. I find it unacceptable.

Just this week we have had two serious fires, where volunteers have been expected to go out and put their lives on the line in order to protect us and our property, and yet here we are on the last day of parliament and the government is still resisting what is, I think, an indefensible position, and that is to try to discriminate against those men and women who put their lives on the line for us.

As we have said before and as I say again, those who are members of the Metropolitan Fire Service, whom the government decided were worthy of having consideration to the exclusion of all others, have made it absolutely clear that they have no issue with the men and women (their colleagues) in the Country Fire Service enjoying the same opportunity of the reverse onus of proof to enable them to be able to have easier access to a resource of compensation. Yet the government is still resistant. I think it is shameful of the government on their part. We are now going to be approaching another season of expectation by these people. I am just absolutely appalled at the government's resistance in this way.

Let us look at the existence of the commonwealth position which is there, and of which there has been data clearly available on operating at the commonwealth level. We have had no

presentation to us yet of any data from the commonwealth operation of this type of opportunity for the relaxing of the rules. So, the government, here on this closing day of parliament, should hang their heads in shame.

Dr McFETRIDGE: So I am not accused of histrionics, I would just like to ask a technical question of the minister; that is, both in the original bill and the amendment, it says, in paragraph (2a) subparagraph (d):

during that period, the worker was exposed to the hazards of a fire scene (including exposure to a hazard of the fire...

Does the definition of a fire scene include hazardous chemical incidents, flooding, car crashes, building collapses, or does there have to be flames and smoke involved in that?

Can I just point out that the actuarial advice that has been given to the government is highly qualified. It says, 'We have provided maximum estimates, noting that they may overstate the costs considerably.' So, that is from the actuarial advice. This government should hang its head in shame. I tell you that the member for Light, the member for Newland and the member for Mawson had better start packing their bags because their CFS brigades are very, very angry about this. This will cost them their seats, and others, and I will make sure it does.

Mr VAN HOLST PELLEKAAN: I just looked on my smartphone on the CFS app and, right now, there are six incidents that the CFS are attending in our state, as we speak, on a relatively low fire-risk day. Those volunteers who are out there, in their own time, on a weekday, trying to support people across our state, deserve exactly the same amount of workplace protection, medical insurance and health protection as any professional volunteer who might be doing the same thing at the moment. Where they do the same work, where they face the same risks, they deserve exactly the same support from our government.

The Hon. J.R. RAU: I will respond at the very end to all of that.

Motion carried.

Amendment No. 4:

The Hon. J.R. RAU: I move:

That the House of Assembly disagrees with the amendment made by the Legislative Council.

Consequential amendments—

That the House of Assembly makes the following consequential amendments:

Clause 4, page 3, line 20 [clause 4(4), inserted subsection (3)(b)]—Delete 'subsection (2a)' and substitute 'subsections (2a) and (2b)'

Clause 4, page 3, after line 32 [clause 4(5)]—After inserted subclause (4a) insert:

- (4b) For the purposes of subsection (2b)—
- (a) a worker is taken to have been presumptively employed by the Crown as a firefighter if the Crown was his or her presumptive employer under section 103A because he or she was a member of the South Australian Country Fire Service and voluntarily performed firefighting work in connection with that membership; and
 - (b) a person performs firefighting work if he or she engages in activity directed towards preventing, controlling or extinguishing a fire; and
 - (c) all of the attendances as a firefighter by a worker at any 1 fire scene on a particular day are to be taken to comprise 1 exposure to the hazards of a fire scene; and
 - (d) a worker who was employed for 2 or more periods that add up to or exceed the qualifying period is taken to have been employed for the qualifying period; and
 - (e) the qualifying period may include a period or periods that commenced or occurred before 1 July 2013.

Very quickly, in relation to this, I just want to make a couple of points. First of all, the member for Morphett, just then, gave reference to the actuarial material about this. I hope everyone took notice of that. The member for Morphett had a copy of the actuarial materials from which he read just a moment ago.

Dr McFetridge: Yes, read how qualified it is.

The Hon. J.R. RAU: Hang on.

Dr McFetridge: Read how heavily qualified it is.

Mr Gardner interjecting:

The CHAIR: Order! The minister has the call.

The Hon. J.R. RAU: On 25 September, that material was available. I will let others work that out.

Mr Gardner interjecting:

The CHAIR: The member for Morialta will cease interjecting.

Motion carried.

[Sitting suspended from 13:00 to 14:00]

WARDLE, IVON ALFRED OAM

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (14:00): I move:

That the House of Assembly expresses its deep regret at the death of Mr Ivon Alfred Wardle OAM, former member of the House of Assembly, and places on record its appreciation of his meritorious public services, and that as a mark of respect to his memory the sitting of the house be suspended until the ringing of the bells.

The Hon. J.W. WEATHERILL: Mr Speaker, I was saddened to hear of the passing of Ivon Alfred Wardle. He passed away at Ashford Hospital on Tuesday, 26 November, aged 94. Ivon Alfred Wardle OAM was born at Burra to a farming family. In 1927, the family moved to Wynarka, 130 kilometres south-east of Adelaide, where he completed primary school before leaving to work on his parents' farm. At 18, he attended Wesley Theological College in preparation for a career as a Methodist minister.

In 1941 Ivon enlisted in the RAAF, serving in Papua New Guinea with No. 75 Kittyhawk Squadron. Prior to his election as the Liberal member for Murray in 1968, he worked as a Methodist minister in Spalding and Pinnaroo, a farmer at Coonalpyn, district clerk at Meningie, and deputy town clerk at Murray Bridge.

Ivon served four terms as the Liberal member for Murray before unsuccessfully contesting the 1977 election as an Independent. After leaving parliament, he became deputy administrator of Resthaven Homes for the Aged before being invited to join the board of Resthaven, where he served as chairman for eight years. Ivon was awarded an OAM in the Queen's Birthday Honours in 1995 for service to the South Australian Parliament, to the community through the Uniting Church in Australia, and aged care.

On behalf of the government, I would like to take this opportunity to extend my sincere condolences to Ivon Wardle's family. I am sure they are greatly saddened by his passing, yet they can feel very proud of his service to the South Australian community. May he rest in peace.

Honourable members: Hear, hear!

Mr MARSHALL (Norwood—Leader of the Opposition) (14:03): I rise to second the Premier's motion on behalf of the South Australian Liberal Party and I offer our most sincere condolences to the family of Ivon Wardle OAM, the former Liberal member for Murray from 1968 to 1977. In every way, both during his time in this house and throughout his life, Ivon was a great contributor. Prior to entering parliament in 1968, Ivon was a Methodist minister, working primarily around Spalding and Pinnaroo, this early calling to pursue a religious path coming to him after this education as Wesley Theological College.

Coupled with his outstanding air force service in 1941 in Papua New Guinea, Ivon was able to draw upon a great wealth of experience in offering counsel to his many parishioners. This in turn provided Ivon with a groundswell of public support to switch his focus to politics. His first step was taking up a position as district clerk at Meningie, and then deputy town clerk at Murray Bridge, where he served with great dedication and commitment. Then came the move into the state arena, with Ivon representing the people of the Murray, an electoral district now distributed between

Hammond, Kavel and Schubert, and of course held for many years by former premier Tom Playford.

Ivon was one of those great local members, always in touch with what was going on, never too busy to stop and chat and always happy to offer his support to local community issues. In later life, if anything, Ivon's workload increased, with commitments throughout the Methodist Church, including their outreach service, as a JP, as chairman of Resthaven homes, and as a committee member for the Payneham and Dudley Park Cemeteries Trust. It was a busy and fulfilling life in which Ivon still managed to find time for his greatest passion, which was his family. Over the years, this expanded to include children, grandchildren and 14 great-grandchildren.

In his last few weeks of life, at the ripe old age 94, Ivon retained his lifelong wit and charm, his clarity of thought and his general good humour. He was much loved around this place. I know that many here hold special memories of him, and it is with these words I endorse the motion and pass on the opposition's condolences to the family of Ivon Wardle at this sad time.

Mr VENNING (Schubert) (14:05): Reverend Ivon Wardle OAM has died aged 94. My family and I have had many ties with Ivon and his family over many years. We first met him as the minister for Spalding Methodist Church. My wife, Kay, and her family, who worshipped in that church regularly, were very close to him, especially Kay's parents, Stuart and Beryl Somerville. Beryl is in the Willochra Home at Crystal Brook at the moment and will be very sad to hear of Ivon's passing, but she has wonderful memories.

He was a very good minister, with a wonderful pleasant manner and was very popular with his congregations, both at Spalding and then at Pinnaroo where there he had several Vennings in his congregation, and you might say he had some work to do, especially the late George Venning. He was, to many, the perfect man of God: administering, caring and hardworking. He lost his first wife, Dorothy, and later married Fay.

Ivon's war service, as has been mentioned, was very notable, serving in that famous No. 75 Squadron in New Guinea, flying Kittyhawks. There has been much written about this and there are a couple of wonderful books. The group still celebrates together and they certainly will be missing one of their colleagues.

Ivon entered this parliament as the member for Murray in 1968 and served with my father, who came in at the same time. They were very good friends. Ivon was blessed with a good voice, and I have very fond memories of the backbench boys singing along with Roger Goldsworthy, Boyd Dawkins and David Wotton—lots of memories there. As a result of a redistribution and subsequent election, he was unsuccessful in the 1977 election.

Ivon will always be fondly remembered as a very loving, caring man with an excellent memory who was always pleased to see you. To his wife, Fay, and his children, Malcolm, Lynette and Ian: our heartfelt condolences. We have great memories.

Mr PEDERICK (Hammond) (14:08): I rise, too, to pay my respects to Ivon Alfred Wardle OAM. Ivon made the grand old age of 94, and I note also that in his time he was a Justice of the Peace for 54 years, a director of outreach services with the Methodist Church and chairman of Resthaven home for the aged. He also had time as a Methodist minister, as has already been spoken about today, a deputy town clerk and an ambulance officer in Murray Bridge.

Apart from being born into a farming family at Burra in South Australia—as if that was not tough enough—they decided to come out to Wynarka in 1927. That is where he had primary schooling and then worked on his parents' farm. It has already been discussed here about his great and courageous war service in Papua New Guinea with the No. 75 Kittyhawk Squadron with the RAAF. I also note that Ivon worked as a Methodist minister at both Spalding and Pinnaroo, and also continued some farming at Coonalpyn, which is just outside of my electorate. He was a district clerk at Meningie, a deputy town clerk at Murray Bridge and he served four terms as the Liberal member for Murray before unsuccessfully contesting the 1977 election as an Independent.

Ivon was awarded an Order of Australia in the Queen's Birthday Honours of 1995 for service to the South Australian parliament, to the community through the Uniting Church in Australia, and to aged care, and that award was very well deserved.

Ivon served the electorate of Murray from 1968 to 1977. I was a young boy and I was learning to play the piano and, as a personal note, it was Ivon's first wife, Dorothy, who was attempting to teach me and that was a struggle, I must say, so perhaps I did not have the fingers for the keyboard. She soon learned that I had a bit of difficulty coordinating right and left hand so

she sent me off to learn the electronic organ, where all you had to do is use your memory and learn chords, so that is what I did. I think poor Dorothy was quite frustrated with my lack of ability.

Be that as it may, it was interesting to note that there was no pretence about Ivon and Dorothy Wardle's home. It was just a home in the south of Murray Bridge, not unlike many homes in that area; only a three bedroom, fairly standard place, and Ivon was not one to lord it over anyone or the community.

I must say it has been great to catch up with Ivon over the years. Since I have been elected, he has come to several of my end of year Christmas events. It was fantastic to host him and to run into him at times in the halls of parliament at past members' lunches, and I am very sad that that will not happen again. I have very fond memories of Ivon and his first wife Dorothy, and I have also met Fay, and my condolences go to Fay and the rest of the family.

Mr WILLIAMS (MacKillop) (14:12): I rise to support the motion moved by the Premier in the memory of former member, Ivon Wardle. I first met Ivon some years' ago, I think it was at the Lucindale Field Days when he approached me and introduced himself to me, and my memory of him was of a tall, engaging man with a very bright eye. He walked up to me out of the crowd, and he recognised me as the local member and wanted to introduce himself to me, and we had a chat for some time. From time to time since then, I came across his path and always found him in the same way—as somebody who is engaging, keen to have a chat and always very keen to catch up on the latest gossip of what was going on both in the parliament and in the electorate, and a man who obviously took a great interest in his community and in the state in general.

It is with great sadness that I learned only recently, within the last day or two, of the passing of Ivon Wardle, one of those men who I think I can genuinely say is a true gentleman, and I think the words that have been said in his memory here today have been well earned by him. I would like to pass on both my condolences and those of my electorate of MacKillop to his family.

The SPEAKER (14:14): I was pleased to meet Ivon Wardle at a breakfast for Christians at Henley Beach a few years ago. Ivon won the state district of Murray from Labor that was held by agriculture minister Gabe Bywaters. It was owing to Ivon's victory that the Dunstan government was ejected from office and the Steele Hall government won the 1968 state election.

After the 1976 redistribution, the first on a strict one vote, one value basis, the Hills seat of Heysen was merged with Murray Bridge. Murray Bridge was severed from its Mallee hinterland and Ivon Wardle, having lost the preselection to David Wotton, contested the merged seat at the 1977 general election as an Independent. I offer my condolences to his widow and to his family. The house will mark the passing of Ivon Wardle in the conventional way.

Motion carried by members standing in their places in silence.

[Sitting suspended from 14:16 to 14:25]

VISITORS

The SPEAKER: I welcome students from the Adelaide College of English and the South Australian College of English, who are guests of the member for Adelaide, and I welcome members of the Citizens Jury, who are guests of the Premier.

PAPERS

The following papers were laid on the table:

By the Speaker—

Auditor-General—Government Advertising Supplementary Report November 2013
[Ordered to be published.]

Joint Parliamentary Service—The Administration of Annual Report 2012-13

By the Premier (Hon. J.W. Weatherill)—

Remuneration Tribunal—

No. 5 of 2013—Members of the Judiciary, Members of the Industrial Relations Court and Commission, the State Coroner, and Commissioners of the Environment, Resources and Development Court Determination

No. 6 of 2013—Communication Allowance for Judges and Related Officer Holders
Determination
South Australia's First Citizen Jury,
State Government Response to the recommendations of

By the Treasurer (Hon. J.W. Weatherill)—

Casino Duty Agreement between the Treasurer of South Australia and SkyCity Adelaide
Pty Ltd—Variation Agreement 11 October 2013
Essential Services Commission of South Australia—Annual Report 2012-13

By the Attorney-General (Hon. J.R. Rau)—

Attorney-General's Department—Annual Report 2012-13
Controlled Substances (Drug Detection Powers) Act 2008—Annual Report 2012-13
Courts Administration Authority—Annual Report 2012-13
Criminal Investigation (Covert Operations) Act—
 Australian Crime Commission—Undercover Operations, Assumed Identities and
 Witness Identity Protection Annual Report 2011-12
 Australian Crime Commission—Undercover Operations, Assumed Identities and
 Witness Identity Protection Annual Report 2012-13
Electoral Commission of South Australia—Annual Report 2012-13
Equal Opportunity Commission—Annual Report 2012-13 [Ordered to be published.]
Freedom of Information Act 1991—Annual Report 2012-13
Legal Practitioners Conduct Board—Annual Report 2012-13
Listening and Surveillance Devices Act 1972—Report on compliance inspection by the
 Police Ombudsman
Professional Standards Councils—Annual Report 2012-13

By the Minister for Industrial Relations (Hon. J.R. Rau)—

Construction Industry Long Service Leave Board—Erratum Annual Report 2013

By the Minister for Business Services and Consumers (Hon. J.R. Rau)—

Approved Licensing Agreement (Adelaide Casino) between the Minister for Business
Services and Consumers and SkyCity Adelaide Pty Ltd—Variation Agreement
11 October 2013

By the Minister for Health and Ageing (Hon. J.J. Snelling)—

Administrator of the National Health Funding Pool—Annual Report 2012-13
Chief Psychiatrist of South Australia—Annual Report 2012-13
Death of—Andrew David Hollonds Report of actions taken by SA Health following
 Coronial Inquest
Health Advisory Council—
 Berri Barmera Annual Report 2012-13
 Far North Annual Report 2012-13
 Gawler District Annual Report 2012-13
 Hawker District Memorial Annual Report 2012-13
 Lower Eyre Annual Report 2012-13
 Lower North Annual Report 2012-13
 Loxton and Districts Annual Report 2012-13
 Mallee Health Service Annual Report 2012-13
 Millicent and Districts Annual Report 2012-13
 Port Broughton District Hospital and Health Services Annual Report 2012-13
 Renmark Paringa District Annual Report 2012-13
 South Australian Medical Education and Training Annual Report 2012-13
 Southern Adelaide Local Health Network Annual Report 2012-13
 Waikerie and Districts Annual Report 2012-13
Health and Ageing, Department for—Annual Report 2012-13 [Ordered to be published.]
Health Performance Council—Annual Report 2012-13
Health Services Charitable Gifts Board—Annual Report 2012-13
Local Health Network—

Central Adelaide Annual Report 2012-13
Country Health SA Annual Report 2012-13
Northern Adelaide Annual Report 2012-13
Southern Adelaide Annual Report 2012-13
Women's and Children's Annual Report 2012-13
Maternal, Perinatal and Infant Mortality in South Australia—for year 2011 Report
September 2013
Pregnancy Outcome in South Australia—for year 2011
SA Ambulance Service—Annual Report 2012-13
South Australian Abortion Reporting Committee—Annual Report 2012-13
South Australian Health Practitioners Tribunal—
Final Report of the Review of November 2013
Government Response to the Review of

By the Minister for Defence Industries (Hon. J.J. Snelling)—

Defence SA—Annual Report 2012-13

By the Minister for Transport and Infrastructure (Hon. A. Koutsantonis)—

Across Government Asbestos Risk Reduction—Annual Report 2012-13
Planning, Transport and Infrastructure, Department of—Annual Report 2012-13
Surveyors Board of South Australia—Annual Report 2012-13
Tarcoola-Darwin Rail Regulation—Annual Report 2012-13

By the Minister for Mineral Resources and Energy (Hon. A. Koutsantonis)—

Australian Energy Market Commission—Annual Report 2012-13
Residential Energy Efficiency Scheme, Review Report of the—October 2013

By the Minister for Housing and Urban Development (Hon. A. Koutsantonis)—

HomeStart Finance—Annual Report 2012-13
Renewal SA—Annual Report 2012-13

By the Minister for Finance (Hon. M.F. O'Brien)—

Electricity Industry Superannuation Scheme—Annual Report 2012-13
Local Government Finance Authority of South Australia—Annual Report 2011-12
Treasury and Finance, Department of—Corrigendum Annual Report 2012-13

By the Minister for Police (Hon. M.F. O'Brien)—

Protective Security Act 2007—Annual Report 2012-13

By the Minister for Correctional Services (Hon. M.F. O'Brien)—

Correctional Services Advisory Council—Annual Report 2012-13

By the Minister for Emergency Services (Hon. M.F. O'Brien)—

SA Metropolitan Fire Service Superannuation Scheme—Annual Report 2012-13

By the Minister for Communities and Social Inclusion (Hon. A. Piccolo)—

Communities and Social Inclusion, Department for—Annual Report 2012-13
[Ordered to be published.]
Gambling Prevalence in South Australia 2012 Survey

By the Minister for Social Housing (Hon. A. Piccolo)—

South Australian Housing Trust—Annual Report 2012-13 [Ordered to be published.]

By the Minister for Tourism (Hon. L.W.K. Bignell)—

Adelaide Dolphin Sanctuary Advisory Board—Annual Report 2012-13
Coast Protection Board—Annual Report 2012-13 [Ordered to be published.]

Dog Fence Board—Annual Report 2012-13
Pastoral Board—Annual Report 2012-13
South Australian Water Corporation—Annual Report 2012-13
Stormwater Management Authority—Annual Report 2012-13

MCGEE, MR EUGENE

Mr MARSHALL (Norwood—Leader of the Opposition): Presented a petition signed by 213 residents of South Australia requesting the house to urge the Attorney-General to refer the conduct of Mr Eugene McGee in relation to the death of Mr Ian Humphrey on 30 November 2003 to the Legal Practitioners Disciplinary Tribunal.

SPEED LIMITS

Mr VAN HOLST PELLEKAAN (Stuart): Presented a petition signed by 449 residents of South Australia requesting the house to urge the government to reject the reduction in speed limits proposed for various country and regional roads.

ECONOMIC GROWTH

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (14:28): I seek leave to make a ministerial statement.

Leave granted.

The Hon. J.W. WEATHERILL: Today the Australian Bureau of Statistics released the state accounts for the 2012-13 financial year. These accounts show that the South Australian economy grew by 1.3 per cent in real terms. This is in line with the June budget estimate of 1.25 per cent. While the national economy grew at 2.6 per cent, supported by Western Australia with 5.1 per cent and Queensland 3.6 per cent, Tasmania contracted 0.6 per cent, Victoria grew 1.6 per cent and New South Wales 1.8 per cent. In per capita terms South Australia's GSP rose by 0.3 per cent in 2012-13 (fourth highest of the states). Following a rise of 0.9 per cent of the previous year, national per capita GDP rose by 0.8 per cent in 2012-13.

These results show that the South Australian economy is still feeling the effects of the global financial crisis. However, in the face of challenges such as the high dollar, a declining manufacturing sector and soft private sector capital investment, our economy is still growing. The economy saw gains of 4.2 per cent in the construction sector, 3.2 per cent in the mining sector, 3.9 per cent in the education and training sector, and 4.9 per cent in the healthcare sector. These numbers vindicate the government's decision to continue investing in our economy, a decision those opposite have called a 'false economy'.

Components detracting from our economy last financial year include dwelling expenditure, showing we still have some way to come to recover housing activity levels and public investments. However, our record infrastructure program of \$2.1 billion this year is clearly supporting economic activity. Clearly, the role of our investment program to underpin economic activity is critical in these current economic times.

Today's state accounts will be heartening to all South Australians with an interest in our economy and in building our future. They show pleasing resilience in the face of current challenges. They will also be a major disappointment to the opposition, which has staked its economic credibility on these numbers showing South Australia being in recession.

PRIVATISATION

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (14:30): I seek leave to make another ministerial statement.

Leave granted.

The Hon. J.W. WEATHERILL: Yesterday, I attended the Standing Council for Federal Financial Relations (formerly known as the treasurers' conference). At the meeting, the Secretary of the commonwealth Treasury, Martin Parkinson, provided an overview of economic conditions. Among other things, the point was made how important infrastructure spending is both to sustained economic activity now and in providing economic benefits into the future—a position that was embraced by the federal Treasurer Joe Hockey

Of course, this is the approach this government has taken both before, during and after the effects of the global financial crisis—a once-in-a-generation commitment to rebuilding both our economic and social infrastructure for the benefit of generations to come. It is unfortunate that those opposite have labelled this commitment to improve economic and social outcomes a false economy—a line of thinking that is completely out of step with the rest of the nation, as well as their conservative bedfellows. At the meeting, a proposition was put forward by the commonwealth Treasurer for states to be incentivised to privatise significant assets.

Members interjecting:

The Hon. J.W. WEATHERILL: 'Hear, hear,' I hear from the member for Bragg, 'Hear, hear.' A particular focus was utilities. Under the proposal, state governments would sell existing assets and the corporate tax paid by the new private operator may be returned to the states for a certain period. This should be a frightening proposition to South Australians still reeling from 140 per cent price increases in their electricity bills since ETSA was privatised by the Liberals.

Inherent in all privatisations is the requirement to allow the private sector to generate a profit in excess of the costs of capital and operating margin. In the electricity sector in South Australia, we have seen repeated profit-making at the expense of consumers' electricity bills since privatisation.

Mr Marshall: Talk about the water bills, Jay.

The Hon. J.W. WEATHERILL: I'm getting there. In the last three months, we have had reports of the opposition sounding out the private sector about privatising our prisons. We have had the leader's announcement to a Liberal Party fundraiser at the Arkaba Hotel that he would privatise WorkCover—

The Hon. A. Koutsantonis interjecting:

The SPEAKER: The Minister for Transport is called to order.

The Hon. J.W. WEATHERILL: —and we are being told by those in the business community that they are actively canvassing the sale of SA Water. We will not be privatising SA Water. It has been a long and difficult process to waterproof South Australia after the most acute drought in living memory, and consumers have had to pay—

Members interjecting:

The SPEAKER: The Leader of the Opposition is called to order.

The Hon. J.W. WEATHERILL: Consumers have had to pay for massively improved infrastructure through increased water bills. Yesterday's meeting and today's revelations about the Liberal plans demonstrate that they do not care about cost of living pressures on South Australians.

They sold us out on electricity and they want to sell us out on water. They want to risk the security of our prisons and they want to hang our injured workers out to dry. Privatisation of essential government services is just another name for shifting the burden onto everyday South Australians, and we will not stand for it.

QUESTION TIME

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (14:42): My question is to the Premier. Does the Premier expect that jobs growth will reach 1 per cent this year as forecast in the budget, given that since the budget there have been 33,000 full-time jobs lost across the state?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (14:42): I actually expected the Leader of the Opposition to begin with an apology to the South Australian people for misleading them about the fact that—

Mrs REDMOND: A point of order, Mr Speaker. Surely, that opening by the Premier was debate. Suggesting the Leader—

The SPEAKER: No, I disagree and I think the point of order is premature and bogus and obstructive of the house and I call the member for Heysen to order.

Mrs REDMOND: Well, I am glad to be called to order sir but, with respect, how could that comment be anything but argument?

The SPEAKER: I have ruled on the point of order and I would now like the member for Heysen to resume her seat.

Mrs REDMOND: I'm sure you'd like that, sir.

The SPEAKER: Premier.

The Hon. J.W. WEATHERILL: Thank you, Mr Speaker. Of course, one of the things that will bear on the employment outcomes in the South Australian economy is the general level of confidence in the South Australian economy. One of the most corrosive elements to confidence is when leaders of major political parties tell mistruths about the South Australian economy. The Leader of the Opposition has not once, not twice but on dozens and dozens of occasions said that the economy of this state was in recession in 2012-13. Today's figures demonstrate that he is wrong. He is wrong—

Mr Marshall interjecting:

The SPEAKER: The Leader of the Opposition is warned for the first time.

The Hon. J.W. WEATHERILL: The truth is that the South Australian economy has demonstrated its strength and resilience in the face of—

Mrs Redmond: You are joking.

The SPEAKER: The member for Heysen is warned for the first time.

The Hon. J.W. WEATHERILL: —extraordinary economic headwinds that are coming from the world around us. In spite of all of that, the South Australian economy, the enterprises, all of those hard-working small business owners, all of those workers in the South Australian economy who every day apply themselves to growing their enterprises and the economy of this state have to bear the burden of somebody swinging off their legs, the Leader of the Opposition telling untruths about the South Australian economy.

We are unashamedly in favour of jobs in this economy. That is why we invest in infrastructure. If we had accepted the advice of the Leader of the Opposition, we would be in recession now. We would be in recession if we had accepted his advice, because he told us that investment in infrastructure to build the future of this state was a false economy. He also said that it wouldn't lead to private capital investment, yet today, the figures that come out—the quarterly figures for private new capital expenditure in the September quarter—say that, in South Australia, they rose by 13 per cent in seasonally adjusted terms and 3.6 per cent nationally. They rose by 5.8 per cent in South Australia in trend terms and 1.6 per cent nationally—an extraordinary achievement for the South Australian economy and a vindication of public sector investment then leading to private sector investment.

Members interjecting:

The Hon. J.W. WEATHERILL: This is how you build a stronger economy. This is how you grow jobs in the economy—something those opposite just simply do not understand or care about.

The SPEAKER: Before we go to a supplementary, the leader and the member for Fisher will be seated. The Minister for Transport is warned for the first time; the member for Morialta, not for that last interjection but for his previous continual interjection, is called to order; and the member for Hammond is called to order. A supplementary from the leader.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (14:46): Yes, thank you, sir. I note that the Premier didn't want to answer the previous question, but in his answer—

The SPEAKER: No, you won't note anything. Unless you ask a question, leave will be withdrawn.

Mr MARSHALL: No, I have a question, sir. In the Premier's answer, he said that he was unashamedly for jobs. My question to the Premier, following on from that statement, is: how many full-time jobs were lost in South Australia in the month of October?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (14:46): Half as many as would have been lost if we had listened to the Leader of the Opposition. Our investments in infrastructure have sustained growth in the South Australian economy: our decision to support the growing sectors of the South Australian economy, our decision to get in behind our education sector, our decision to get in behind our mining sector.

Within the figures that have been released today in the gross state product figures, what we saw were two standout performances: one in relation to the gas industry and the investment in the Cooper Basin, which is directly as a consequence of the steps this government has taken to encourage investment in that sector. The second very important contribution to the figures that we saw today has been the improvement in the performance of the export of services, and a significant component of that has been the performance of the international education sector—another standout sector of the South Australian economy which has been led by this government and the work that it has done together with our universities.

We now have a much higher proportion of the share of overseas students than we did when we first came into office, and that is important. Even though the percentage has grown by a very substantial proportion, if you look at the absolute numbers, we are talking about thousands and thousands of additional students—

Mr Gardner interjecting:

The SPEAKER: The member for Morialta is warned for the first time.

The Hon. J.W. WEATHERILL: —coming into South Australia, providing jobs for the services that are provided to them: accommodation, all of the support they need to live their lives in this country, their parents visiting them from time to time and, of course, the whole apparatus of the academic institutions that support them. So, those two sectors, private construction, the investment in services and the services growth in our export sector are making an extraordinary contribution to this state.

If we had listened to those opposite, we'd be counting numbers where we have tens of thousands of people looking for a job in this state. Can I say, through their efforts, and if we do not resist them now, we will see 13,000 jobs disappear from the automotive manufacturing sector, we will see 25,000 jobs disappear from the state public sector and we will see thousands of jobs in jeopardy if they don't persuade their colleagues in the federal parliament to stop their cuts to infrastructure spending in our state.

The SPEAKER: A supplementary from the member for Fisher.

JOBS GROWTH FORECAST

The Hon. R.B. SUCH (Fisher) (14:49): Thank you, sir. It's good to know that we still exist up here. Can the Premier confirm that the current state debt is equivalent to approximately 10 per cent of gross state product, compared to 70 per cent when Sir Thomas Playford was the premier?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (14:49): I think it is a little less than that; it is about six times less than the amount of debt as a proportion of gross state product than it was in the Playford era. That puts the whole question of debt into some perspective in this public debate.

Indeed, I think the Chair of the Economic Development Board, when he was making some public comments recently, said to the South Australian community that it was his belief that the level of state debt should indeed double. He believed that there was greater capacity for us to expand our debt to invest in the infrastructure needs of our economy. That is a perspective from the business community about what they think is the imperative for the future growth of this state.

There are people in this state, Mr Speaker, who actually believe in its future; they believe in investing in its future, just as Sir Thomas Playford believed in investing in our future. What we have on the other side of the house at the moment are, I must say, a shadow of former Liberal leaders—ones that are actually signed up, bought and sold—

Members interjecting:

The Hon. J.W. WEATHERILL: —bought and sold by the economic rationalists who tell them that they want to have the lowest level of investment in this economy—

Mrs REDMOND: Point of order, Mr Speaker.

The SPEAKER: The member for Heysen.

Mrs REDMOND: At the risk of incurring your wrath again, sir, I would have to suggest that the Premier's comments have strayed once again into debate.

The SPEAKER: Yes, I uphold the point of order.

The Hon. J.W. WEATHERILL: Thank you, Mr Speaker. To return to the substance of question that has been asked by the member Fisher, I think he raises a very important point; he puts the question of the size of our present state government debt in the context of historical debt. The truth is, in international terms—in historical terms—the level of debt in South Australia is small; it is small, and we have prudently invested in the future of our economy.

I think we are beginning to see, with the numbers that we are seeing now in private capital investment, the wisdom of us maintaining our investment in the future of this state, because that is how you build a stronger South Australia: you invest in it. The future belongs to those people who are prepared to actually imagine a bigger and better future for South Australia, not those that want to sit in the corner and actually shrink from the future and make people scared of the future, but people that want to grasp it and imagine a better South Australia.

JOBS GROWTH FORECAST

The SPEAKER: The supplementary from the Leader of the Opposition.

Mr MARSHALL (Norwood—Leader of the Opposition) (14:52): Can the Premier describe for the house what proportion of the current state government debt has been run up not in infrastructure projects, but indeed in unbudgeted government expenditure and accumulated deficits?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (14:52): The overwhelming majority of state government borrowings have been for infrastructure investment—the overwhelming majority—and that is as it should be. That is precisely why we borrow: so that we can invest in the future of our economy. What we will not do, Mr Speaker, is we will not chase down our fall in revenue, which is at historically low proportions of our state economy. So, the level of revenue that we are collecting now is lower than when we first came to office as a proportion of the economy. That fact needs to be borne in mind.

When all those opposite start banging on about taxation, they need to understand the amount that we are recovering from the economy is a smaller proportion when we came into office. That has put enormous burdens on us as we have had to live within our means, but we will not chase that revenue down in a way which is going to threaten services and the wellbeing of our citizens—the healthcare needs, the education needs, the community safety needs. We will not put that at jeopardy under some misguided faith in some right-wing ideology about debt and deficit.

There is no place—they cannot point to one place in the world where that affection for debt and deficit policies, that austerity policy, has done anything other than worsen the situation for an economy. We will not take that step. No government of mine will ever go down that path.

Mr MARSHALL: Supplementary, sir.

The SPEAKER: No, I don't think we can have a fourth supplementary.

Members interjecting:

The SPEAKER: The member for West Torrens is warned for a second and final time.

The Hon. A. KOUTSANTONIS: Point of order, sir.

Members interjecting:

The Hon. A. KOUTSANTONIS: Sir, you are warning me for saying he's a nice fellow!

Members interjecting:

The SPEAKER: It is a bogus point of order. I call the member for Mitchell.

CITIZENS' JURIES

Mr SIBBONS (Mitchell) (14:54): My question is to the Premier. Can the Premier advise the house of the outcomes of the citizens' jury project, announced by the government in May this year?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (14:55): I thank the honourable member for his question. I have long been a believer in the importance of improving the quality of public debate about the choices that confront us as a state, and indeed it is amongst some of the early things I said on assuming this role. We do need to find a better way of involving everyday people in the decision-making that affects their lives. That is why I was keen to pursue the opportunity to establish South Australia's first citizens' jury, which looked at the question of how we can make Adelaide's nightlife both safe and vibrant.

The truth is that this was an issue that this parliament tried to grapple with, and it left somewhat of a stalemate, and so it was a proper matter for the citizens' jury to give consideration to. Often, these debates get into their corners—safety on one hand, vibrancy on the other—with an inability to actually discuss the complexity of their interaction. Today, I have tabled the jury's report, unaltered and unedited, here in the house, meeting the commitment the government made at the beginning of the process. Included with the jury's report is the government's response, which addresses each of their seven headline recommendations and 22 sub-recommendations.

There are a number of initiatives that the government has recently announced that respond directly to the jury's recommendations. The release of the Integrated Transport and Land Use Plan, cheaper public transport options, the rollout of real-time transport information, the introduction of the late night code, and greater powers for the liquor licensing commissioner to deal with problem venues, all speak directly to matters raised by the jury. In addition, the government's response outlines several new measures, including:

- \$100,000 to fund a continuation of Encounter Youth's Green Team, which supports vulnerable party-goers;
- the launch of a new website, SocialActive, that will be a central source of information about activities in Adelaide and which has been developed by young Adelaide entrepreneurs with the support of the state government, Deloitte Digital and Chiliad Consulting; and
- further efforts by the state government to promote the range of activities available in the city, with a particular focus on the Riverbank precinct.

A measure of the success of our state's first citizens' jury is that the New South Wales and the City of Sydney are now collaborating on a citizens' jury that will also consider the topic of alcohol-fuelled violence. Our citizens' jurors have made a new contribution to a long history of democratic innovation in South Australia, and on behalf of all South Australians, I thank them for their time and effort, which has helped us to extend the boundary of community participation in government decision-making.

SOUTH EAST FORESTRY PARTNERSHIPS PROGRAM

Mr PEGLER (Mount Gambier) (14:57): My question is to the Minister for Manufacturing, Innovation and Trade and the Minister for Small Business. Minister, how much of the \$27 million that was allocated to the South East Forestry Investment Fund has been allocated, and what is the process for distributing the balance? Can the minister give assurance to the people of the Mount Gambier electorate that the balance will be used for the forestry industry in the South-East and not go into general revenue?

The Hon. T.R. KENYON (Newland—Minister for Manufacturing, Innovation and Trade, Minister for Small Business) (14:58): The first round of funding under the \$27 million package was distributed under a grants round. It was distributed to:

- Carter Holt Harvey (Pinepanels), \$1.16 million;
- McDonnell Industries, \$4.3 million;
- Roundwood Solutions, \$237,000;
- H & L Scheidl, \$1.1 million;
- Whiteheads Timber Sales, \$2 million; and

- Timberlink Australia, \$7.8 million (correct rounding to one decimal place).

I must say, because they were matching funds that totalled \$16.5 million, there was over \$34 million worth of investment into the region. We saw a substantial investment in some highly sophisticated milling technology, and some really remarkable machines were placed in mills right around the area as well as many other different setups of drying kilns and the like.

We are considering how we will spend the remaining \$10 million, what a second grant round would look like, and what would be an eligible project. That will need to go through its processes, and we continue to consult with industry on the future of forestry. I also add that stage two of the VTT study was released, as the member for Mount Gambier will know, on 30 September. It gives a three to five-year horizon on some of the next steps, looking particularly at biorefining, biofuels, bioenergy and how we might attract those and how they might be used in future in the region.

SOUTH EAST FORESTRY PARTNERSHIPS PROGRAM

Mr PEGLER (Mount Gambier) (15:00): The third part of my question was: can assurance be given that that \$10 million balance will be used for the forestry industry in the South-East? I did not hear an answer on that one.

The Hon. T.R. KENYON (Newland—Minister for Manufacturing, Innovation and Trade, Minister for Small Business) (15:00): That is still under consideration, and we will be making announcements at the appropriate time.

FROME ELECTORATE

Mr BROCK (Frome) (15:01): My question is to the Minister for Health and Ageing. Can the minister please—I am sorry, Mr Speaker; I am not allowed to use the word 'please'—

The SPEAKER: No, you are not.

Mr BROCK: Can the minister advise if there are any further cuts to health staff, including allied and community health, at any hospitals in the electorate of Frome? On 6 June 2013 I asked the minister:

...are there any moves by Country Health SA or the health department to reduce any of the current services at the Clare Hospital and, in particular, Kara House with the palliative care ward?

The minister replied:

Certainly not that I have been advised, but I will double check with my department and get back to the member for Frome with a definitive answer.

From memory I cannot recall receiving an answer, and I am now including in the request all hospitals in the electorate of Frome.

The Hon. J.J. SNELLING (Playford—Minister for Health and Ageing, Minister for Mental Health and Substance Abuse, Minister for Defence Industries, Minister for Veterans' Affairs) (15:02): I thank the member for Frome for his question. Clare Hospital recently relocated the palliative care room to an alternative room within the same hospital wing. The previous location was converted to a labour ward. The relocation of the labour ward was required due to the recent theatre upgrade necessitated by increased demand.

The reinstated palliative care room is comparable with the previous room. Kara House Nursing Home is located to the rear of the Clare Hospital and was not in any way affected. There are no planned reductions in services at Clare Hospital, and I am further advised that there are no immediate plans to cease any frontline community-based allied health services in the Mid North of the state.

FROME ELECTORATE

Mr BROCK (Frome) (15:02): Supplementary, Mr Speaker. Minister, are you saying that at this stage there will be no further cuts to any health staff, including allied health at any hospital in the electorate of Frome?

The Hon. J.J. SNELLING (Playford—Minister for Health and Ageing, Minister for Mental Health and Substance Abuse, Minister for Defence Industries, Minister for Veterans' Affairs) (15:03): I can only repeat what I said; that is, there are no immediate plans to cease any frontline, community-based or allied health services in the Mid North of the state.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:03): My question is to the Premier. Can the Premier guarantee that the Mid-Year Budget Review will forecast the 100,000 new jobs that the Labor government promised at the last election?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:03): The Mid-Year Budget Review will be handed down soon, and all the opposition leader's questions will be answered and, at that point, of course, there will be nowhere left for the opposition leader to hide about releasing his policies.

We will be more than happy to give him all of the material he needs so that he can reveal his policies to the South Australian community. Obviously, there must be a truckload of these things all building up, because we have been promised them for such a long period of time. While we are looking for guarantees, will the Liberals match Labor's school funding, dollar to dollar?

Mrs REDMOND: Point of order.

The SPEAKER: The point of order from the member for Heysen is that this is debate and not germane to the question.

Mrs REDMOND: Precisely, Mr Speaker.

The SPEAKER: I uphold the point of order of the member for Heysen. The leader.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:04): Can the Premier confirm to the house whether he stands by the Labor Party's 2010 election campaign commitment to create 100,000 new jobs by 2016?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:04): As I have said on repeated occasions, we will continue to pursue that objective. That is the objective of our party: to grow jobs. There is an air of unreality. What intruded upon the Australian economy and the international economy was one of the largest recessionary events that has occurred since the Great Depression. It seems to have—

Members interjecting:

The SPEAKER: The member for Unley is called to order, the deputy leader is called to order and the member for Morialta is warned for the second and final time, which puts him in the same space as the Minister for Transport.

The Hon. J.W. WEATHERILL: It seems to have been lost on those opposite that the national economy and the state economy were grappling with an extraordinary international event. It is with great pride, and against all the claims and predictions of those opposite, that we managed to continue to grow through that very difficult period. We now have a foundation that we have built for a stronger South Australia, which we will continue to grow. That is the ambition of this government.

What we have done is this: the 100,000 training places that we also committed at the 2010 election, which were also due to be completed by 2016, have been completed now, three years ahead of time. As the world economy has shifted, as there has been much dislocation in our South Australian economy as a consequence, we are training up our workers so that they have the skills to meet the needs of this changing economy, because we believe in the dignity of work and we will always have creating jobs at the centre of the Labor project.

The SPEAKER: Supplementary from the leader.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:06): If that is correct, can the Premier explain to the house why there were 25 per cent fewer South Australians starting apprenticeships and traineeships in the June quarter?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:06): The growth in training under this government has been unprecedented. The Leader of the Opposition, as we

have seen today, will always seize on a statistic that demonstrates the point that he wishes to make about South Australia actually being talked down. That is the form and it has been laid bare today. For months and months he has been telling us we are in recession in 2012-13; today, proven wrong. Just apologise. A simple apology: 'I was wrong'. That's all you need to say. Just own up for once in your life.

Mr MARSHALL: Supplementary, sir.

The SPEAKER: A second supplementary on this question, yes, leader.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:07): Why were there 42 per cent fewer South Australians starting apprenticeships and traineeships in the past year?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:07): Apprenticeships represent one form of the training effort in the South Australian economy. We have a very wide range of training options that have now been introduced through Skills for All. We have achieved our 100,000 training places commitment that was due by 2016 three years ahead of time.

The reforms that we have made in our training sector, led by the member for Playford and now led by the minister for training, and also by the former member for Newland—are far-reaching, progressive reforms, which actually are leading the nation. Other people are looking at our reforms. We have been able to manage them without the dislocation that has occurred in other states.

We have achieved an extraordinary thing in the creation of new TAFE facilities both at Regency Park and down there at Tonsley. This is something that we should be proud of. Don't search for a scrap of data that allows you to talk down the South Australian economy. People are sick of it and they don't believe it. There is a growing sense of confidence in South Australia. You are on the wrong tram. Get with the people that believe in the future of this state.

Members interjecting:

The SPEAKER: Before we go to a third supplementary, the member for Chaffey is called to order for repeated interjections, the member for Reynell is called to order and the member for Unley is warned for the first time. Third supplementary, Leader of the Opposition.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:09): If that be the case, Premier, why is the quarterly number of commencements now at its lowest level in 15 years?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:10): Mr Speaker, is there anything they can take joy in? Today we have statistics to demonstrate that we have grown the South Australian economy, that we have the highest level of private-sector investment that we have seen in a number of months—

Members interjecting:

The SPEAKER: The leader is warned for the second and final time.

The Hon. J.W. WEATHERILL: —and those opposite search for a skerrick of data to actually point in the opposite direction, because they want to tamp down the confidence they can see all around them. When young people are actually beginning to say to you in the street, 'This place is really starting to come alive. I had thought about leaving this state'—

The Hon. I.F. EVANS: Point of order: I ask, Mr Speaker, you bring the Premier back to the substance of the question, which was—

The SPEAKER: I will listen carefully to what the Premier—

The Hon. I.F. EVANS: —why the apprenticeship starts are the lowest in 15 years.

The SPEAKER: Yes, I know what the question was. I don't need an impromptu speech. Premier.

The Hon. J.W. WEATHERILL: The young people are starting university education, they are starting traineeships, they are going to TAFE colleges, they are going to universities, and the reason they are staying here in South Australia is because they are seeing exciting things

happening. Every single one of them, if we had listened to those opposite, would not be there: the hospital, the oval, even the poor old Rolling Stones—you can't even have some fun. These guys hate fun.

SUSTAINABLE COMMUNITY AWARDS

Ms BEDFORD (Florey) (15:11): My question is to the Minister for Tourism. Can the minister inform the house how the Sustainable Community Awards recognise the good work of communities, schools, businesses and councils across regional South Australia?

The Hon. L.W.K. BIGNELL (Mawson—Minister for Tourism, Minister for Recreation and Sport) (15:11): I would like to thank the member for Florey for her question and acknowledge the great work that she does for sustainable communities, not just in her own electorate but throughout the state. I know the member for Florey a couple of weeks ago was at the KESAB awards for sustainable communities and told me all about the winners; I couldn't make it along. These awards used to be known as the Tidy Towns awards, but they are now much more than that. They are about sustainability and water use, electricity use, and about wellbeing in communities. So many communities throughout our state do a lot of work in this area.

Over 200 people put in for the awards. I am pleased to announce that the overall award went to Kingston in the South-East, in the member for MacKillop's electorate. What a great achievement that was. After the tornado went through in August, it just showed the resilience of the community down there in Kingston, a beautiful part of the world, famous for its lobsters and, of course, the big cray as you drive through town. So congratulations to Kingston. Mundulla won the best small town. It is another really great little community with a great pub—

Mr Williams: In another great electorate.

The Hon. L.W.K. BIGNELL: Absolutely. The pub is owned by the Williams family. I am not sure whether they are related or not, but it's a terrific pub. People have taken a small country pub, opened it again a few years ago, and it is a great place to drop in and visit. The winner of the big town in South Australia prize was Port Lincoln. Again, I mentioned earlier that I was there for a couple of days earlier this week. It is a fantastic community where everyone in the tourism sector, the agricultural sector and aquaculture sector is working together fantastically well. Port Lincoln is a go-ahead place and a well deserved winner.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:13): Following on from the previous set of questions, sir, my question is to the Premier. Why has the training and apprenticeships services in the DFEEST budget been underspent by \$1.5 million when there is a backlog of over 2,500 apprenticeships awaiting registration in South Australia?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:14): This is what happens: when you delve a little deeper and you actually find out what the Leader of the Opposition has done, it reveals the very point I was making—a shred of data out of context to create a false impression about the South Australian economy.

As identified in the NCVER, changes to incentives payments made by the commonwealth government have impacted on the number of apprentices and trainees right across the country. For instance, Victoria recorded a 29.4 per cent drop in the number of apprenticeships and traineeships in training this year. Nationally, the fall was 20.6 per cent, while in South Australia we recorded a 6.1 per cent fall, the lowest fall in numbers across the country.

So, in spite of the federal government we are outperforming in the nation. Once again: a shred of data, doesn't do the work, wants to create a false impression about the South Australian economy, and has been caught out getting it wrong again. One of the first responsibilities of leadership is to actually talk this place up, not talk it down.

Ms CHAPMAN: How long do we have to put up with this? It's a simple question.

The SPEAKER: How long we have to put up with this is not a point of order. The deputy leader is warned a first time and will be seated forthwith. Is the Premier finished? The leader.

Members interjecting:

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:15): I don't know what answer he thought he was giving. With 34 per cent youth unemployment across the state, why has the industry and skills development DFEST budget been underspent by almost \$3 million?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:15): The commitment of this government to training and investment in training has been unprecedented if you just look at all of the various factors that go up to actually providing young people with the labour power. That is what it is: it is actually putting power in the hands of young people to actually sell their labour so that they can make something with their lives. That is what skills are and the first thing we decided to concentrate on is to make sure that they actually complete 12 years of schooling.

Recently, we have just announced that 92 per cent—91.9 per cent, to be precise—of young people are staying on to year 12, when it fell to a shameful low of 67 per cent for those opposite. The first responsibility is to make sure that young people get those 12 years of schooling because we know that those who have 12 years of schooling are going to be competing for more jobs than those who do not. That is the minimum responsibility and, of course, the pool of young people who are actually not in training or in employment is tiny. In absolute numbers, it is tiny, so to use rates like they do for youth unemployment is once again seizing on a statistic to try to talk down the South Australian economy.

They are always trying to find something bad to say about the South Australian economy. That is what those opposite do. They want people to feel scared about the future; they want them to be fearful about the future. They want them to think that there is something bad happening in the state economy, but can I say that after the experience of the last few years federally and the experience of the federal government and that awful period in our national life where there was so much negativity, people are looking for something positive. That is why they will reject those opposite.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:17): Supplementary, sir. When the Premier describes youth unemployment in the northern suburbs as being tiny, can he illuminate the house as to how many individuals are unemployed in the northern suburbs of South Australia?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:17): Many less than those unemployed when they last were in office—many less.

The Hon. P.F. Conlon: Many fewer.

The Hon. J.W. WEATHERILL: Many fewer than when they were last in office, and that is because we take seriously our obligation to training and to ensure those young people complete their schooling. For those who are wondering how they are going to actually achieve their largesse when they throw their \$230 million at the big end of town, it will be the very programs that we have invested in to keep those young people at school, to train them, that will be on the chopping block. Make no mistake about it: that is what will happen. The so-called waste they talk about that they want to cut out of the public sector will be those very programs that have achieved those outcomes and we will be right back where we were in 2002. I think the South Australian community understands that and that is why they will reject the negativity and the cutting of those opposite.

Members interjecting:

The SPEAKER: Before the next supplementary, the member for Unley is warned for the second and final time and I call the member for Waite to order. Leader, a third supplementary.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:18): Can the Premier confirm to the house that in excess of 33,000 full-time jobs have been lost in this state since he brought down the May budget?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:18): The member uses original employment data in a way that anybody who has any knowledge of the ABS statistics

regards as utterly inappropriate. That is why people use trend and seasonally-adjusted data: because it makes no sense, because there is a natural ebb and flow in a particular set of months were employment rises and falls.

It is simply nonsense to drag out original data and use them once again in the completely inappropriate way that he does to try to drive down confidence in the state of this economy. He has been caught out doing it today and he continues to do it in question time and people are beginning to be awake.

Since 2002, 113,000 jobs have been created in the life of this government—something we are proud of, something we have invested in, new industries created. Consider the malaise that this state had got into when we took over in 2002; we are now building a stronger South Australia and we have only just started.

JOBS GROWTH FORECAST

Mr MARSHALL (Norwood—Leader of the Opposition) (15:20): A supplementary, sir. Why did the Premier himself use original data when he responded to a question in the house on 12 September this year?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:20): I didn't.

EMPLOYMENT FIGURES

The SPEAKER: A separate question now.

Mr MARSHALL (Norwood—Leader of the Opposition) (15:20): Alright, here is a new question. If the Premier doesn't believe that 33,000 jobs have been lost since the May budget and he doesn't accept that 19,000 full-time jobs were lost last month, can he please specifically tell the house how many full-time jobs have been lost since the May budget and last month?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:21): We are investing to grow employment and we are doing it in the face of massive changes that are occurring to our state economy. We fully accept that jobs are being lost at the same time that jobs are being created. It is a race against time in terms of the creation of jobs against those that we are losing. We accept there is change occurring in the economy and we cannot stay still.

The challenge is to move more quickly than the world around us is changing; that is the challenge. We cannot afford to have those opposite in charge of an economy, because they do not understand when it is in recession and when it is growing and do not understand the dampening effect on confidence they have with their ill advised remarks. They also do not understand that momentum needs to grow. We cannot afford to sit around and refer things to some of their business mates while they work out who should get what job. We are investing in the future of this state now. We have projects on the go. They should get in behind them and allow us to invest in our future.

Mrs REDMOND: Point of order, Mr Speaker.

The SPEAKER: The member for Heysen tries to get a hat trick of upheld points of order.

Mrs REDMOND: I do, on imputing improper motive to the opposition in his comment about getting businesses to select jobs and so on that he made just a moment ago.

The SPEAKER: Some merit but I am not going to uphold it.

INFRASTRUCTURE PROJECTS

Mr ODENWALDER (Little Para) (15:22): My question is to the Minister for Transport and Infrastructure. Will the minister inform the house about transport and infrastructure projects worth more than \$40 million that have been delivered in this state since 1993?

The Hon. A. KOUTSANTONIS (West Torrens—Minister for Transport and Infrastructure, Minister for Mineral Resources and Energy, Minister for Housing and Urban Development) (15:23): I think it is best to break down these figures into two 10-year blocks, let's say perhaps from 1993 to 2003, and then we will move on to 2003 to 2013. I am advised between 1993 and 2003 there was a grand total of three projects worth more than \$40 million delivered in South Australia. They are—

An honourable member: Three!

The Hon. A. KOUTSANTONIS: Three—the Adelaide to Crafrers tunnel, \$152 million, an announcement of the former Keating government; the South Road connector with Salisbury Highway, \$41 million; and my favourite, the one-way Southern Expressway at \$151 million.

It is interesting to note the comparison since 2003 until today. There are more than 20 projects over \$40 million in that period and they include: the Adelaide tram extension from Victoria Square to the Entertainment Centre (including new trams), \$306 million; Adelaide rail yard upgrade, \$152 million; Bakewell Underpass, my favourite that I campaigned for long and hard, ignored by former ministers in the opposition, \$40 million; Dukes Highway upgrade, \$75 million of a \$100-million project; Gallipoli Underpass, \$114 million; Gawler line electrification (initial works), \$83 million; Gawler line upgrades, \$130 million; Goodwood Junction upgrade, \$110 million; Northern Expressway, \$564 million; Port River Expressway, \$260 million; public transport ticketing upgrades, \$45 million; relocation of the rail yards, \$173 million; Seaford rail line extension, \$291 million; shoulder sealing program, \$80 million; South Road Superway, \$842 million; Southern Expressway duplication, \$231 million of a \$407-million project; Sturt Highway upgrade, \$160 million.

Looking through these figures, it is interesting to see a contrast in infrastructure spending between those two periods, 1993 to 2003 and 2003 to 2013. It is interesting to note that from 1993 to 2003 there was—

Mr Hamilton-Smith: Thanks for the \$11.5 billion of debt.

The Hon. A. KOUTSANTONIS: \$11.5 billion in debt, he says. Okay. It is interesting to note that between 1993 and 2003 it was \$880 million, but between 2003 and 2013, the infrastructure spend has been more than \$6 billion, more than six times the amount on the previous 10 years. It shows a clear contrast between a government that believes in infrastructure and economic development opportunities that it creates and a political party that believes spending on infrastructure is a false economy, a clear contrast between a government that wants to invest in a South Road project with a cost benefit ratio of 2.4-1 and a political party that wants to invest in one that has a cost benefit ratio of .66-1.

The difference could not be starker: the difference in believing in this state's future and those who would have us put in reverse, the difference in fighting for and building South Australia and, of course, those who do not have the courage to fight for this state. It is the difference between Labor and Liberal.

Members interjecting:

The SPEAKER: It does sound a little like debate. The member for Colton.

AUTOMOTIVE INDUSTRY

The Hon. P. CAICA (Colton) (15:26): My question is to the Minister for Manufacturing, Innovation and Trade. What details are contained in the South Australian government submission to the Productivity Commission's review of the automotive manufacturing industry?

The Hon. T.R. KENYON (Newland—Minister for Manufacturing, Innovation and Trade, Minister for Small Business) (15:26): I thank the member for Colton for his question. The state government today released its submission to the Productivity Commission's review into the automotive industry. The state government has made a detailed submission to the Productivity Commission containing 10 key recommendations aimed at keeping a viable automotive manufacturing industry operating in Australia.

The state government has made it clear that we think the federal government's decision to conduct a review at this time places the industry's immediate future in jeopardy. The state government's submission highlights our concerns over the federal government's refusal to make a decision about the future of our car industry. While we do not agree with the process, which has created so much uncertainty for Holden and for their workers, this issue is too important for the economic future of our state.

I note that the opposition leader has often repeated his support for a Productivity Commission review, so I call on him today to publicly release his party's submission and spell out his plan and recommendations for the future of our car industry. The state government submission released today provides a blueprint for a way ahead for automotive manufacturing in Australia. Our

submission again calls on the federal government to urgently reinstate the \$500 million that it has removed from the auto industry assistance package.

Other recommendations in the submission include calls for: the federal government to continue assistance to secure a sustainable automotive industry based on its direct contribution to the economy; the avoidance of any further reductions in Australian automotive industry assistance; the federal government to continue automotive tariffs at current levels; the Productivity Commission to take into account the need for significant additional targeted assistance for affected businesses, workers and regions, and other costs in their analysis of any reductions in the auto industry assistance; and, as a matter of urgency, the federal government to pursue improved market access for Australian-produced vehicles and automotive components.

The loss of the automotive industry puts into jeopardy 13,000 jobs in South Australia and \$1.2 billion to the state's economy. The future of 730 direct and indirect suppliers in our state is also threatened, many of whom are small and medium-sized businesses.

We understand that if Holden stops production at Elizabeth, thousands of jobs will go and we will lose a whole range of manufacturing skills and knowledge which will not be replaced for decades. We will also lose a valuable training ground for other areas of our economy, such as mining, defence, engineering and technology.

The automotive industry is too valuable to just throw away on a whim, and I call on the Leader of the Opposition to finally stand up for our state. I also call on the Leader of the Opposition to immediately reverse his support for cutting \$500 million from automotive industry support.

The SPEAKER: Leave is withdrawn. It is obviously debate. The Leader.

APY LANDS, SCHOOL ATTENDANCE

Mr MARSHALL (Norwood—Leader of the Opposition) (15:29): My question is to the Premier. Can the Premier confirm that since the Mullighan inquiry was handed down in 2008 the average attendance rate for students on the APY lands has fallen, despite recommendation 25 calling for the department to take steps to ensure that all children attend school as a matter of urgency?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:29): I will have to take that question on notice. I am not briefed about attendance rates on the APY lands. I do know that this is receiving a very significant amount of attention though from the Minister for Education. Indeed, I have had a conversation directly with new Senator Scullion, who I think is assisting the Prime Minister in relation to matters concerning Aboriginal affairs, about this very point.

We know that the challenge of ensuring that children in remote Aboriginal communities stay at school is a very real one. The last advice I had is that, when students are actually in their communities, the school attendance rate is relatively high. The difficulty is that many students are not in their home communities for a range of reasons, including the way in which people move between communities for a whole range of reasons: social reasons, cultural reasons.

Sorry business is taking up a very substantial proportion of the amount of time, perhaps more than it culturally should. I think that's a hard debate that Senator Scullion is preparing to have with Aboriginal communities. Indeed, in some of the Aboriginal communities in the Northern Territory, he has had some success in that regard. We also know that these communities clean out during very hot weather. They come down to regional areas like Port Augusta or, indeed, come down into the city, so that makes it difficult to manage these children.

Look, this is a real issue. I wouldn't be surprised if we are struggling to achieve the results we want to achieve in school attendance in relation to Aboriginal children. What I can say more broadly, which includes all of the children in the APY lands, is that the figures in totality for year 12 retention rates for Aboriginal children are the highest in the nation and have increased by about 10 per cent from about 69 per cent to 79 per cent.

APY LANDS, SCHOOL ATTENDANCE

Mr MARSHALL (Norwood—Leader of the Opposition) (15:31): Supplementary, sir: how can the government claim in the Mullighan progress report tabled yesterday in the parliament that recommendation 25 has been completed, when the APY lands school attendance has fallen from 73 per cent, before the Mullighan inquiry, to 65 per cent in 2012?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:31): As I say, I will take that question on notice. I presume that the particular measures that are contained in the report have been completed, but the fact that we are still struggling to achieve the attendance rates which are desirable is a matter of regret and means that we will have to put in place other measures to address this issue.

I have said very openly to both the Prime Minister and to Senator Scullion that we don't regard this as a matter of party politics. We don't think any political party has a mortgage on understanding how to solve the difficult question of remote Aboriginal communities and service delivery there. I have said directly to the Prime Minister that we are prepared to contemplate measures that perhaps hadn't traditionally been on the table, because we do accept that what has been happening up to this point has not delivered the outcomes that we had hoped for.

APY LANDS, SCHOOL ATTENDANCE

Mr MARSHALL (Norwood—Leader of the Opposition) (15:32): Can I just ask a supplementary, sir? Can the premier clarify for the house what the government means then when it says that a recommendation has been completed when, clearly, the recommendation hasn't been achieved? How can it be completed and yet, clearly, miss the mark?

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (15:33): Well, I think the difference is between measures that are directed at achieving an outcome and a particular outcome. Of course, it's desirable to have the highest possible rates of attendance for Aboriginal children in remote Aboriginal communities. I think we would all accept that's a desirable outcome, and I think we are all struggling with measures to try and achieve that. If those opposite have some positive ideas to advance, rather than doing what they are expert at—that is, describing the problem—

Mrs REDMOND: Point of order, Mr Speaker

The Hon. J.W. WEATHERILL: —but not advancing any positive ideas to achieve it—I'd be more than happy to hear from them.

The SPEAKER: Point of order, member for Heysen.

Mrs REDMOND: The Premier has now finished, but he was entering into argument, I believe, sir.

The SPEAKER: Really? Member for Taylor.

AUTOMOTIVE INDUSTRY

Mrs VLAHOS (Taylor) (15:33): My question is to the Minister for Employment, Higher Education and Skills. Can the minister inform the house about how the government is supporting local automotive employers to ensure they have a skilled workforce now and into the future?

The Hon. G. PORTOLESI (Hartley—Minister for Employment, Higher Education and Skills, Minister for Science and Information Economy) (15:34): I would like to acknowledge the local effort that is put in by the member for Taylor on this front. This government's commitment to working with industry and individual businesses in the manufacturing sector has been hugely successful. To date, our partnership grants have supported more than 1,500 qualifications, an investment of more than \$5.5 million from government and co-investment of over \$1.8 million from industry. This is real, practical support to help those individuals and businesses to upskill their workforce to meet current and future challenges.

The government recently reaffirmed our commitment with our jobs and skills policy. Through this policy, we will continue to work in partnership with industry to boost productivity by increasing the skills of existing workers, particularly in our incredibly important manufacturing sector, which employs more than 73,000 South Australians. This sector is pivotal because we know the important role that high-end manufacturing can play in advanced economies when manufacturers must compete on quality of product and innovation.

One of the important areas of the advanced manufacturing industry in South Australia is without question our automotive industry. The government has invested nearly \$15 million into the training and skill development of around 3,500 South Australians in the automotive industry. We do this because we on this side of the house have the interests of South Australians at heart.

We are fighting for Holden, for component manufacturers and for the people who work in this industry, because, unlike some, we believe that South Australians should be supported in this area. We are committed to investing in their ongoing employment rather than seeking to offshore their employment.

We understand that this is a debate that is about more than just cars: it is about jobs that keep food on the table for thousands of South Australian families, from those who work on the factory floor right through to electricians, designers and engineers who work at Holden and associated industries in the supply chain. Mr Speaker, we already know about the opposition's plan for jobs. We know of their plans to cut 25,000 jobs—

Mrs REDMOND: Point of order, Mr Speaker.

The SPEAKER: Point of order from the member for Heysen.

Mrs REDMOND: I believe the minister is now entering into debate in discussing what the opposition plans are.

The SPEAKER: I uphold the member for Heysen's point of order; that's three. The leader.

APY LANDS, CHILDREN'S HEALTH SERVICES

Mr MARSHALL (Norwood—Leader of the Opposition) (15:36): My question is to the Minister for Health and Ageing. How can the government claim that the Mullighan inquiry's recommendation 19, calling for every positive screening for a sexually transmitted disease of a child on the APY lands to be 'immediately notified to Families SA' has been completed, when on page 37 of the same report it states that Nganampa Health Council is not obliged to make a child protection notification for every positive result of a screening test for sexually transmitted infections for children?

The Hon. J.J. SNELLING (Playford—Minister for Health and Ageing, Minister for Mental Health and Substance Abuse, Minister for Defence Industries, Minister for Veterans' Affairs) (15:37): Nganampa Health Council is an independent Aboriginal community controlled—

Ms Chapman: Yes, we know that—

The Hon. J.J. SNELLING: Well, I don't think you are aware of it, because the government doesn't have any powers to direct them to do anything; they are an independent community-controlled health authority.

TOURISM

The Hon. S.W. KEY (Ashford) (15:37): My question is directed to the Minister for Tourism. Minister, could you inform the house about the state of the South Australian tourism industry as we near the end of 2013?

The SPEAKER: Plenty of scope there.

The Hon. L.W.K. BIGNELL (Mawson—Minister for Tourism, Minister for Recreation and Sport) (15:38): Yes. Thank you very much, Mr Speaker, and to the member for Ashford for that question. I know it is a question that is dear to the hearts of many people opposite who represent wonderful tourism regions throughout this state. In the words of Eddie McGuire (maybe to paraphrase him a little bit), what a big year it has been for tourism in South Australia.

On 1 February, Emirates started flying direct into Adelaide on a daily basis, upping from their initial flights which started on 1 November last year. By the time they hit their first-year anniversary this November, they had brought 90,000 people into Adelaide at a capacity rate of 80 per cent, which is just brilliant. Our overseas numbers had been boosted by 9 per cent by the end of June 30. We now have 83 per cent more international airline seats coming into South Australia than we did two years ago, the day that Jay Weatherill became the leader and Premier of South Australia.

The SPEAKER: The minister will not refer to the Premier by his Christian and surname.

The Hon. L.W.K. BIGNELL: Sorry: the Premier. It is an outstanding achievement, though—an 83 per cent increase. South Australia now has Australia's fastest-growing international airport. We have got AirAsia X: for the first time, we now have a budget international carrier coming into South Australia; they connect to 80 different cities throughout Asia and they are bringing thousands and thousands of tourists into our great state. They are also promoting places like Port

Lincoln—the ad for Adelaide actually has the big shark image on it—and they are wanting to get people out to Kangaroo Island and Port Lincoln, which is a great boost for our regions.

We won the best ad in the world—a great achievement—in Cannes for our Barossa ad, and we will follow it up next year with an ad about Adelaide and the new Adelaide Oval. We have welcomed the 16 interstate AFL clubs to South Australia, taken them on a tour of Adelaide Oval and pointed out the great attractions of the Barossa, Adelaide Hills and McLaren Vale. We took them down there. They are all guaranteeing that they are going to bring their corporates here next year, as well as at least 1,000 fans per club. When we look at Collingwood, they took 6,000 up to the Gold Coast this year for their game against the Suns. Geelong took 5,000 up there. There are millions and millions of dollars in economic activity that will come off our half a billion dollar investment in Adelaide Oval.

In terms of cruise ships, last season we had 16, up from hardly any cruise ships just a decade ago. We had 16 last year; we have 29 coming here over this coming summer. The great thing is we are getting them out to the regions. There will be seven cruise ship visits to Kangaroo Island this year, and what we know is that each time a cruise ship lands in Kangaroo Island, \$200,000 is injected directly into the local economy, so that is a fantastic achievement. There will be a trip to Robe—one of the cruise ships will be calling in there next Easter for the first time—and two visits to Port Lincoln. As I mentioned earlier, I was in Port Lincoln earlier in the week, and they were delighted that their first cruise ship—

The SPEAKER: I'm glad they were delighted, and the minister has more than adequately answered the question. The leader.

APY LANDS, COURT CIRCUITS

Mr MARSHALL (Norwood—Leader of the Opposition) (15:41): My question is to the Attorney-General. Can the Attorney explain why funding for court circuits on the APY lands has been cut by 25 per cent, despite the Mullighan inquiry recommendation 45 that APY lands residents need efficient and reliable access to justice?

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Planning, Minister for Industrial Relations, Minister for Business Services and Consumers) (15:41): I thank the Leader of the Opposition for that question. I am not actually aware of whether or not the fact upon which the question is based is in fact a fact or simply an assertion. I would need to check that, but I can say that there are some—

Members interjecting:

The Hon. J.R. RAU: I will get back to the house shortly about it. But if you do want me to do my best in answering, I can say that there are a number of things which are within the control of the Courts Administration Authority and not within the control of the state government, and that includes a whole range of things, including circuits. Obviously I take the question seriously and I will get back to the house in May or thereabouts.

GRIEVANCE DEBATE

APY LANDS

Dr McFETRIDGE (Morphett) (15:42): On this last day of this parliament, I would like to speak about one of my particular passions, and it has been since coming into this place—

The Hon. A. Koutsantonis: Me!

Dr McFETRIDGE: And it's not the member for West Torrens, I can guarantee that. It is an issue very dear to the member for Giles. I know it is her last day, so I am looking forward to listening to her valedictory speech. It is the APY lands—103,000 square kilometres of some of the most beautiful country in South Australia, from Mount Woodroffe, the highest point in South Australia, to Watarru, also known as Mount Lindsay, over by the Western Australian border. It is a cross between Uluru and Kata Tjuta. It is an amazing number of monoliths grouped together.

South Australians do not get to see these, though, as part of a normal experience of South Australians travelling around, because it is such a remote area. It is further to drive from Adelaide to Pipalyatjara than it is to drive from Adelaide to Sydney. Driving around the APY lands on the roads (which are at best described as ordinary, at worst described as deplorable) is something that certainly the driver for the member for Giles, Gary Hough, is well and truly adept at, and has served

the member for Giles very well. They can testify to the fact that this land, the APY lands, is part of South Australia that we have neglected for many years.

The people up there are desperate to see that the benefits of living in South Australia are being shared with them, because what we have is about 2,500 people—Pitjantjatjara, Yankunytjatjara and some Ngaanyatjarra coming across from Western Australia—living up there, doing their very best to eke out an existence in communities despite having been provided in many cases with millions and millions of dollars worth of infrastructure such as schools, clinics, transaction centres, CFS trucks in some cases, lots of houses—extraordinarily expensive houses. I don't know why they are so expensive.

But we do have an opportunity, and we are seeing that opportunity again presented with the 5th annual report to the Minister for Education from the Commission of Inquiry into Children's Care on the APY Lands. We have seen that there is an opportunity to continue to improve things on those lands. We have seen the deplorable school attendance that continues there. I have been up there many times and seen for myself that the people living in those communities are the most wonderful people you could ever come across, but they are struggling against the tyranny of distance and also the mountains of bureaucracy that they have to deal with. They are completely swamped by the bureaucrats up there, and the number of businesses that go up there and deliver services at very high cost. Sure, there are expenses to deliver those services there but it is an impediment on their welfare.

We have had a lot of discussion about the prices of goods in the stores, but that is just a small part of the trials and tribulations of people living on the APY lands. The power goes out all the time, and there are brown-outs. I know SA Power Networks, as they call themselves now, have put a lot of time and effort into improving the infrastructure and, yet, if you go just south of Umuwa and look at the sun farm there, there are \$4½ million worth of solar arrays and they do not work at all—they have never worked properly. As a result of that, and as a result of the water supply issues up there, these people are really still struggling.

I can assure the member for Giles that if I am continuing on in this place I will continue her legacy of sticking up for the people in the APY lands, because I know she has been doing it for many, many years now. I look forward to her cooperation in the future in assisting me in this place in dealing with the APY lands, because I know that she has done everything she possibly can to keep this government honest, under the various ministers and premiers who have been on that side.

Unfortunately, we still have many problems up there, but with members like the member for Giles in this place, and members on this side—the Leader of the Opposition is very passionate about Aboriginal affairs in South Australia, and I look forward to working with him in a Liberal government after March next year, and we need to make sure that we do give every South Australian, particularly the residents in the APY lands, the best of the benefits that this state can offer.

LIGHT ELECTORATE

The Hon. A. PICCOLO (Light—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Disabilities, Minister for Youth, Minister for Volunteers) (15:47): I would like to take this opportunity—actually it is my first grievance for the year, and I have not had an opportunity since I became minister on 21 January—to take a few minutes to reflect on some of the key issues as I see it, not only in my portfolio but also in my electorate. Next week on 5 December, we celebrate International Volunteer Day and it is one of those areas which I hold very dear to my heart. One thing that I am proud to say is that in my own community of Gawler and in the electorate of Light we have many volunteers, in all walks of life, and it is their contribution that makes the electorate of Light such a great community.

Without singling out any particular group of volunteers, I would also like to acknowledge the great work that our CFS volunteers do. Only yesterday they were fighting fires just north of Roseworthy and, also, I understand, that there was a smaller fire near Angle Vale. I have had an opportunity to meet with the various brigades over the term and I do admire the contribution they make and also the way they put their lives on the line sometimes to keep our people safe. In that relation, I would also like to acknowledge the contribution made by employers who release their volunteers to do firefighting and other work.

On 3 December it is the international day to mark people living with disabilities and this year has been a landmark year for supporting people with disabilities. With the NDIS enacted and

starting to be implemented in this state, we are on the way to creating a fairer society. The NDIS—which this state government has signed up and was also one of the first to sign up to in its full rollout—will ensure that people living with disabilities, their families and carers will have a better go.

Importantly, for the first time in their lives, they will have more control over their lives. Under the new NDIS they will have individualised funding and the capacity to self-manage their funds. That will give people living with a disability and their families and carers an opportunity to purchase those services and goods which make a difference for them and their lives.

This week is also Social Inclusion Week. In my view, social inclusion is about enabling people to participate in society, irrespective of their social or economic standing in the community. As a government, we are doing the best we can to ensure that opportunities are afforded to all people in our community to participate, whether in the case of work where we have improved opportunities for training, etc., in education, where we have increased funding, or in a whole range of other areas. I think that this government has a good record in that regard.

Closer to home, I will briefly talk about the Holden's issue, because it is an important issue, including in my electorate. As has been said, Holden's is more than just cars. Not only are direct and indirect jobs under threat—and that is about 13,000 direct jobs—but also, more importantly, is the basic skill base that will be lost if we lose a firm like Holden's. We will lose that skills base not only in Holden's but also in those component industries.

I know some people are critical of the funding this government provides to Holden's to keep them open, but we need to remember that, apart from those thousands of families whose livelihoods depend on Holden's, there are others that depend on Holden's and, importantly, the confidence of that community. We need to understand that, if Holden's goes, it affects not only those people directly but the whole community, for example through property prices, which are likely to fall in the whole community. We all have a stake in Holden succeeding, so it is important that the Liberal opposition comes on board to support this government in its endeavours to make sure that the federal government makes the correct decision to support Holden's.

We need to make sure that the opposition also comes on board to support this state in maintaining education funding for our schools in our community, because the proposed cuts by the federal Liberal Party will affect both government and non-government schools in my electorate.

The DEPUTY SPEAKER: The very last grievance from the member for Schubert—total silence!

BAROSSA VALLEY HOSPITAL SERVICES

Mr VENNING (Schubert) (15:52): My last grievance, number 736—I am not sure, but that is a guess. I could not leave this place—and I think you all know the subject I am going to speak about—without one final time raising the need for a new Barossa Valley hospital. I am sad that in my time representing the region—although they have lobbied strongly—a new health facility is yet to be constructed. If only the Liberal government had been returned in 2002, it would be there now.

The Barossa Valley and surrounding regions are currently serviced by two hospitals: the Angaston District Hospital built in 1910, and Tanunda War Memorial Hospital built in 1953. Both hospitals, but particularly the Angaston hospital, are extremely old and are not up to the standard expected of a modern health facility.

I began lobbying the minister for human services, the Hon. Dean Brown, way back in 1988 for a new health facility for the region. In November 1999, the Hon. Dean Brown announced that Reusch Park in Nuriootpa would be the site for the new Barossa hospital and planning had commenced. Then in May 2001 the Liberal government announced that a new facility would be built at an approximate cost of \$12 million, with construction work to start in 2004-05, with completion in 2005-06.

Cabinet agreed that the funds for the construction would be provided in the capital works program from 2004 to 2006. These plans were scrapped when the Rann government came to power in 2002. In the 2008 budget, the South Australian state government pledged \$70,000 for a business case into the new health facility for the Barossa. The Outline Business Case Barossa Health Service Country Health SA report was released on 8 February 2011, almost three years later, and on page 7 recommended that:

A new, purpose-built integrated health facility incorporating community based, allied health and acute care services is developed at Tanunda, in close proximity to the Health and Leisure Centre, forming a health and wellness precinct for the Barossa area.

The recommendation is for a new 40-bed facility, including all the services currently offered, plus chemotherapy, dialysis and rehabilitation services. The business case acknowledges that current facilities are below standard—and I quote again:

The facilities and theatres are dated, and the accident and emergency areas are cramped and do not meet standards. There is not enough room for all the community services and administration staff at these two sites, so some have been moved off site to lease premises at Nuriootpa. This has resulted in further duplication of resources and dislocation of staff and programs. (Page 4)

The Barossa and Districts Health Advisory Council, which reported directly to then health minister, John Hill, and currently to the new minister, were scathing of the current facilities in its 2008-09 annual report. It stated:

The current facilities [in the Barossa Valley] lack the flexibility to meet current and future service demands.

Furthermore, the Barossa and Districts Health Advisory Council listed the following service delivery facility conditions issues:

- there is no capacity to maintain, at a minimum, existing levels of care for the growing local community and broader district;
- operating across three sites impedes the ability to deliver patient-centred models of care;
- there is no capacity to expand elective surgery, acute care, primary health care, and community-based services to meet future needs;
- the existing facilities are in average to poor condition and do not meet current health care quality, safety and security standards, which impacts on the operation efficiency of the health service;
- access and egress across the three service sites is problematic;
- there is poor service connectivity across the three sites, resulting in duplication of facilities and support services;
- organisational dislocation, staffing deficiencies exist across the three sites;
- IT connectivity across the three sites is poor; and
- significant sustainment expenditure is required for asset refurbishment, with an expected extension of life of less than 15 years.

Currently, the Barossa health service is operating across three sites: two hospital sites, with an admin site at Nuriootpa. Operating at three sites is inefficient and impedes the health service's ability to provide the best care for clients.

This will be my last speech in this house, but it will not be the last time you will hear about the Barossa Valley hospital. I do pay a tribute again to all those people who work in that hospital and provide the wonderful service they do in a very old and dilapidated facility.

The DEPUTY SPEAKER: The member for Mitchell.

MITCHELL ELECTORATE

Mr SIBBONS (Mitchell) (15:57): Thank you, Mr Deputy Speaker, and I wish you well in your retirement, sir. I think the end of the year is a good time for reflection, and for me I guess it is natural now to look back on my first term as a member of parliament and reflect on a few achievements and learnings along the way. When I was growing up, if someone had told me that I would one day be standing in this place as an elected member of parliament, I would never have believed them.

Growing up in Mitchell Park, with the Tonsley train line and Mitsubishi forming the backdrop of my childhood, my greatest aspirations were to follow in my dad's footsteps and work in vehicle manufacturing. It was an aspiration I was very proud to achieve, but I never dreamed it would lead me here. For a Mitchell Park lad and a Mitsubishi worker like me to make it here to the House of Assembly is a testimony that Australia is still a place where opportunities are available for all, no matter how humble their origins might be. Having a parliament that is as diverse as the communities we represent is something to be very proud of.

As a father of a young family I know the importance of schools in our communities, because I know how central they are to my family and our day-to-day lives. They are so much more

than a place where our kids learn reading, writing and arithmetic; so it is a privilege to support the activities undertaken by the 11 public, private and independent schools in the Mitchell area. I have always believed that by working cooperatively you get much more done. Bringing people together to negotiate and work through solutions is a skill I owe to my Mitsubishi days. It served me well in the following case.

I was contacted by local residents who were outraged by the disruptions that would be created by the school's plan to open up a gate through to a narrow cul-de-sac at the rear of its campus for parents to use to as a pickup and drop-off point for students. Through a big team effort, some careful asset planning and the maintenance of fairly cool heads, Sunrise Christian School, Marion local residents, the department for transport, and the City of Marion all worked together to create a brilliant solution to resolve the problem without changing the amenity of the surrounding streets. I am extremely proud when I drive past today that what I thought might be a practical solution has become a reality.

As all of you in this place know, when elected to parliament, I was determined to get the traffic nightmare that is the Oaklands crossing firmly back on our infrastructure agenda. After languishing in a pool of empty promises for the past 40 years, it was time to develop a plan to fix the crossing once and for all. In September 2012, the Department of Transport released a comprehensive planning study which proposed grade separation by use of a rail overpass at Oaklands crossing to ease traffic congestion long term.

I welcome the plan study which gives us a well thought out, thorough and structured solution to the ongoing problem, and I will continue banging on and on about the Oaklands crossing until we can secure the funding for this important project. The people of Mitchell know how passionate I am about this issue. I will never give up. There are many more things on my to-do list still to be achieved. As a local who grew up in the area, who has lived in the area all of my life and whose children are now growing up in the area, I want the very best for our community. I will continue to work my hardest and do my very best to deliver a real, practical result for the people of Mitchell.

While I have time, my heart goes out to all those Holden workers and I sincerely hope that, in the very near future, their heartache and their painful wait will be over and the federal government will commit and provide funding to the automotive industry and secure their jobs and the jobs of those who rely on the automotive industry. Whilst I still have time I also want to pay tribute to my wonderful staff, Cathy Perry and Lisa McIntosh, for their wonderful work in the last three and a bit years. They are a wonderful team and I cannot thank them enough.

To the retiring members, it is sad to see you go. You have been mentors. You have been wonderful friends and I wish you well in your retirement. I hope that one day we can all get together again and have another drink. To the president of the Old Scholars Club, Mr Ivan Venning, I wish you well, sir. We look forward to a meeting of the Old Scholars—sorry, the Old Scullers Club—in this place as part of the Parliamentary Wine Club. That is it from me; thank you.

COOMANDOOK AREA SCHOOL

Mr PEDERICK (Hammond) (16:02): I rise today to speak about a school close to my heart—Coomandook Area School—which I attended for most of my education. My two boys are there, and my wife does a few hours there every week as an SSO. Today I rise to speak about budget issues currently impacting the Coomandook Area School and no doubt many schools in the Hammond electorate and across the state.

The Coomandook Area School is situated 140 kilometres from Adelaide on the Dukes Highway and educates 160 students from around the area. The school is currently facing a budget crisis, in particular concerning the cost of water usage. The Coomandook Area School receives \$22,000 per annum to water school grounds, including the oval, used for school sport and physical education.

This \$22,000 budget has been the same for the past six to eight years, and no additional support has been provided by the government, yet the price of water has increased by 249 per cent in South Australia, thanks predominantly to the Labor government's desalination plant debacle. This year to date the school's water bill has been \$55,000. The school has been proactive and has reduced its water usage over recent years. However, the costs have tripled and continue to rise. Quite simply, the department's budget is inadequate to cover costs.

As a result, the school is forced to make drastic decisions, one of which is the decision to water only one quarter of the school oval from now on. Students will be expected to use only one quarter of the oval during recess and lunch and for team sports practice and physical education. I ask: how are the students supposed to keep fit and healthy when only one quarter of the oval is being watered? How is the school expected to run another government initiative—the Stephanie Alexander kitchen garden program—on this sort of budget? This flies in the face of the government's recently announced Healthy and Strong Children policy.

In addition to this, the school has decided that the school sports day will not be held at the school due to this issue. Instead, the 160 students will have to travel to the Meningie town oval some 45 minutes away—another hit to the school's budget, another hit to parents, at a time when the people of this state are already facing a high cost of living. While the school has invested in tanks and infrastructure to assist the issue, which incorporates the Coomandook community water recycling program, it is simply not enough. The school simply cannot afford to continue to water the oval and kids are missing out.

This brings me to a second issue facing the students of the Coomandook Area School. The school swimming pool is going to be out of action during summer due to maintenance issues and a lack of support from the department. The pool has been unavailable for the entire fourth term and unless some direction comes from the minister, it will be out of action for the first term of 2014. The pool requires attention and requests for repairs have been forwarded to the minister since February this year. This has been going on for 10 months, and I have been informed that the minister has not sent any department officials to date to examine the pool and approve repairs to be done. The students are now facing a long summer without access to the pool. Coomandook is in the heart of the Murray Mallee and is home to hot summers. Giving the students access to a pool must be a priority.

This school is facing the tough decision of holding the school swimming carnival at the next closest pool, the public pool in Coonalpyn, which is 30 kilometres away. This does not just impact the school carnival, but it also impacts team trials, physical education lessons and try outs for students to represent the Murray Mallee SAPSASA team. Again, this will be a cost to the school and will hit the hip pocket of parents.

I am also aware that water costs are not the only bill shock the school is facing. There are similar issues with regard to electricity costs and telecommunication bills. There is a very real fear amongst teachers, the governing council, students, parents, and the community that the Coomandook Area School will be forced to close due to the high costs and lack of adequate budget funding. That is the real fear right across the school community and the public at large in the Coomandook region and greater area from which students come to attend the Coomandook Area School.

It is a real shame when we have a government coming in here banging on about how much they do for education, yet we face the real prospect of a school being forced to shut down. They are already at the onset of watering a quarter of the oval. How ridiculous is that? They do not have a pool for the kids to swim in. What are you going to do? Is the Premier going to send someone down with a cheque book? Something needs to happen. This would not be happening just in Coomandook either; this would be happening throughout the Hammond electorate and throughout this state. I do not need to be lectured from the other side of the house about Gonski. The only one that is 'gone-ski' is Weatherill and his Labor government.

Time expired.

HEITHERSAY, DR P.

Ms BETTISON (Ramsay) (16:08): Thank you, Mr Deputy Speaker, and I wish you well in your future. I rise today to congratulate Dr Paul Heithersay on his Legend in Mining award, presented at the Mines and Money Conference in Melbourne on 30 October 2013. Dr Heithersay received the award for his role in guiding South Australia's transformation into a major destination for investment in mineral resources and energy.

In just over a decade South Australia has grown from a small-scale player into a globally recognised location for investment in the resources and energy sector. Leadership is the key word, and this is what Dr Heithersay brings to his role as Deputy Chief Executive of the Department for Manufacturing, Innovation, Trade, Resources and Energy's Olympic Dam Task Force. Leadership was recognised in June 2012 when he was awarded the Public Service Medal for his outstanding public service to the growth and development of the mineral resources sector in South Australia.

Later in that year, in November, he was elected to the Fellowship of the Fellows of the Australian Academy of Technological Sciences.

During his time, South Australia has experienced growth from four to 20 operating mines. Some of the key highlights in his role have been the implementation of the trailblazing plan for accelerated exploration and PACE2020. He has also been a key figure in the establishment of the Department for Manufacturing, Innovation, Trade, Resources and Energy as a one-stop shop for investors.

However, we should ask ourselves: what makes South Australia stand out and what is it recognised for? We can say that it is not only the quality of its resources but the high standards of its regulatory framework, the regulators who assess and also those who oversee the various resource and energy projects throughout the state. Most recently it was defined in specific ways that South Australia really does stand out, and that is in the clarity of our processes, the timeliness, the compliance cost, and the government agency capability, predictability and certainty and effectiveness. These are things we look for within our Public Service and we should support, congratulate and encourage this leadership.

Only this afternoon the chief geologist Steven Hill released geological data about the mineral potential in the Far North of South Australia. The prediction is up to \$35 billion. This is an opportunity for all South Australians to be part of the opportunity that the mineral resources that belong to all South Australians offer to us. We know that one of the best ways for us to access this resource is by supporting exploration and providing this geological data.

Our reputation in this area supports South Australia retaining its title as Australia's best low-risk destination for resources investment for the fourth consecutive year by ResourceStocks World Risk Survey.

Dr Heithersay joins previous recipients, including former Normandy Mining chairman Robert Champion de Crespigny, former South Australian Minister for Mineral Resources Development Paul Holloway and the Professor of Mining Geology at the University of Adelaide Ian Plimer. The annual Legend in Mining award is selected by the editorial team at the London based *ResourceStocks* magazine. I congratulate Dr Heithersay on his Legend in Mining award and thank him for his dedication. I asked the house to support my congratulations.

ABORIGINAL LANDS TRUST BILL

The Legislative Council agreed to the amendments made by the House of Assembly without any amendment.

LOCAL GOVERNMENT (RATES) AMENDMENT BILL

Received from the Legislative Council and read a first time.

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Planning, Minister for Industrial Relations, Minister for Business Services and Consumers) (16:14): I move:

That standing orders be so far suspended in as much as it is required to deal with all stages of this bill forthwith.

Motion carried.

The SPEAKER: An absolute majority not being present, ring the bells.

An absolute majority of the whole number of members being present:

Motion carried.

Second reading.

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Planning, Minister for Industrial Relations, Minister for Business Services and Consumers) (16:16): I move:

That this bill be now read a second time.

Mr GRIFFITHS (Goyder) (16:16): I will be quick, too. This has been a bill that has been subject to some lengthy debate—there is no doubt about that. I recognise that the member for Port Adelaide has been working on this. I have spoken to members of the Cruising Yacht Club and

recreational boat owners for some time about this. The Hon. John Darley has proposed it and has been involved in negotiations with quite a few of us for some time.

The impacts upon local government was an area of my concern initially because, with this change that changes the rating structure in place, so that it is the valuation of a berth multiplied by the rate on the dollar and that is all that will be paid, with no bringing the rates up to the minimum rates, there will be a financial cost to local government where marinas exist. But I come to the very basic thought that there has to be a service available for the amount of money that is being paid. There are serious questions that have been asked about the level of income that has been received, relative to what they have been provided with.

Interestingly, the Port Adelaide Enfield council is one which has some significant interest in this. Mayor Johanson has spoken to me about it in a positive sense, I can assure the member for Port Adelaide, and not just recently—it has occurred in the past.

It is a method of change that has had some really serious debate within the Liberal opposition. We recognise it has some imposts upon local government, but we come back to the fact that those who own these crafts and these marina berths are not all rich people. Many of them are quite humble. It is generational for them and an interest which they have long held and, therefore, a significant cost of up to the range of \$800, as I understand it, for a rate, for something that has very little value has been seen as a great concern. So, for that purpose, the Liberal Party indicates its support for the bill.

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Planning, Minister for Industrial Relations, Minister for Business Services and Consumers) (16:18): I thank all contributors, and I think we should move it on.

Bill read a second time.

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Planning, Minister for Industrial Relations, Minister for Business Services and Consumers) (16:18): I move:

That this bill be now read a third time.

Bill read a third time and passed.

ELECTORAL (LEGISLATIVE COUNCIL VOTING) AMENDMENT BILL

The Legislative Council agreed to the bill with the amendments indicated by the following schedule, to which amendments the Legislative Council desires the concurrence of the House of Assembly:

No. 1. Clause 5, page 3, line 2 [clause 5(1), inserted paragraph (a)(ii)]—Delete '100' and substitute '250'

No. 2. Clause 5, page 3, lines 9 and 10 [clause 5(2), inserted subsection (3a)(b)]—Delete paragraph (b) and substitute:

- (b) an elector signs a nomination paper under subsection (3)(a)(ii) for—
 - (i) a candidate in the group; and
 - (ii) another candidate in the election (including another candidate in the group),

No. 3. Clause 7, page 3, line 25—Delete '2' and substitute '3'

Consideration in committee.

The Hon. J.R. RAU: I move:

That the Legislative Council's amendments be agreed to.

People might be aware that the government had two sets of bills we wanted to deal with in relation to electoral change. The first one was one that this house dealt with a week or so ago, which had very minor changes in it which were designed to, if you like, 'modify' the business model of the micro-parties. It was stated at the time that that was not a complete solution; it was merely tinkering.

We put forward other proposals in terms of the SL voting system, for which we tried to get interest in the upper house. Other people in the upper house put up proposals relating to optional preferential voting (OPV), and indeed a cut-off point. To be honest with members of the parliament, I honestly do not understand what happened in the other place today, because the mover of the

proposition in relation to OPV wound up voting against their own proposition, and I find that slightly peculiar.

Just for the record: had the mover of that proposition voted for their own proposition, or had the opposition voted for that proposition, we now would have had a serious solution to this gaming problem. So, I just want to make it clear to anybody who is vaguely interested in this topic that the government has done everything it possibly could have done to get a rectification of this problem ahead of the next election. What we have got in front of us is something which is by any measure suboptimal, but it was all we were able to get past the Legislative Council.

I do wish to acknowledge that the Greens have at least been consistent from day one in supporting OPV, and that consistency is something that I have come to value when dealing with people in another place. I am disappointed that it is something that those opposite perhaps did not turn their minds to thoroughly enough to understand and comprehend the implications of what they have had sitting in front of them—sitting right in front of them—and have refused to grasp, either because they do not get it, or they lack courage, or for some other reason that I cannot possibly think of. I just say to those opposite: I hope that they do not turn out to be the turkeys who couldn't wait for Christmas. Anyway, with that brief comment, can I say: even though it is not going to do the whole job, I accept all of the amendments from the Legislative Council.

Motion carried.

FIREARMS (MISCELLANEOUS) AMENDMENT BILL

The Legislative Council agreed to the bill with the amendments indicated by the annexed schedule, to which amendments the Legislative Council desires the concurrence of the House of Assembly:

No. 1. Clause 9, page 5, line 19 [clause 9, inserted section 14(3)(d)]—Delete '10' and substitute '28'

No. 2. Clause 14, page 11, lines 19 to 27 [clause 14, inserted section 29BA]—Delete section 29BA

No. 3. Clause 19, page 14, lines 1 to 13—Delete the clause

Consideration in committee.

The Hon. J.R. RAU: I move:

That the Legislative Council's amendments be agreed to.

I am advised that we are happy to accept all of the amendments, and that's part of this ecumenical moment we are having here on the last day. I understand there is a spirit where people are going to get on with this and not chew up time. We have a number of retiring members who have got important things they wish to share with us, and I think it would be a shame if we consume this last valuable time our retiring members have with unnecessary chatter about things that we all agree on. For that reason, and that reason alone, I do not oppose anything that has been put forward by the Legislative Council.

Mr VAN HOLST PELLEKAAN: The opposition supports the Deputy Premier in his words, and we support these three amendments. I would like to just use a little bit of time very briefly to touch on them. Our concern about this bill has been very much about unintended consequences. There is very clearly good intent on the government's behalf with regard to amending the Firearms Act with this bill to work on the criminal and illegal use of firearms. We support that wholeheartedly, and we support the way that that has been done in the bill.

The issue, of course, is with regard to how this bill would have very many significant unintended consequences on the legal and responsible owners and users of firearms. I think the government and SAPOL both understand that. It is not for me to put words in their mouths, but I believe they both understand that. But they were in a hurry to get this through.

I would like to thank publicly an enormous number of legal and responsible firearms owners and users who have come forward with a very wide range of amendments. I would like to apologise to them, I think on behalf of both sides of the house, that it has not been possible in the very short period of time available to deal with all of those, but we have made some very significant moves forward.

I thank the Minister for Police for agreeing to my two amendments, which removed everything that was in the bill about magazines with greater than 10 rounds, because that would have been an absolute nightmare, to be quite frank, and would not have achieved what the government wanted to achieve. All of the legal, responsible people would have been penalised,

and on all of the illegal, irresponsible people it would have had no impact whatsoever. So, I am grateful that the government has agreed to that.

We also agree with the amendment from the Hon. Robert Brokenshire, which is a pretty straightforward improvement to the bill to change the allowable time that a legal, responsible firearms owner can lend a firearm from 10 days to 28 days. We certainly support that as well, and I certainly believe that, regardless of the outcome of the election in March, either a Liberal or a Labor government would bring back the Firearms Act for further improvements.

Motion carried.

ELECTRONIC CONVEYANCING NATIONAL LAW (SOUTH AUSTRALIA) BILL

The Legislative Council agreed to the bill without any amendment.

STATUTES AMENDMENT (DANGEROUS DRIVING) BILL

The Legislative Council agreed to the bill without any amendment.

SPENT CONVICTIONS (DECRIMINALISED OFFENCES) AMENDMENT BILL

The Legislative Council agreed to the bill with the amendments indicated by the following schedule, to which amendments the Legislative Council desires the concurrence of the House of Assembly:

No. 1. Clause 4, page 2, lines 20 and 21—Delete paragraph (b) and substitute:

- (b) an offence where—
 - (i) the offence is constituted by consenting persons of the same sex engaging in sexual intercourse, or another form of sexual activity; and
 - (ii) at least 1 of them is 16 or 17 years of age (and none of them is younger); and
 - (iii) their actions would not have constituted an offence if they were not of the same sex; and
 - (iv) no person engaged in the activity was in a position of authority in relation to another person engaged in the activity;

No. 2. Clause 4, page 3, lines 8 to 12—Delete subsection (8) and substitute:

- (8) For the purposes of the definition of *designated sex-related offence*—
 - (a) a person will not be taken to have engaged in an activity with his or her consent if the person would not be taken to have freely and voluntarily agreed to the activity under section 46 of the *Criminal Law Consolidation Act 1935*; and
 - (b) a person is in a *position of authority* in relation to another person if they would be in a position of authority in relation to the person under section 49(5a) of the *Criminal Law Consolidation Act 1935*.

Consideration in committee.

The Hon. J.R. RAU: I move:

That the Legislative Council's amendments be agreed to.

This has been a matter of interest to most members, particularly to the member for Fisher, who regularly raises issues about this. I wish to indicate that, again, because we have important members here who wish to speak at the closing of the parliament today, I do not want to take up too much time, because that would not be appropriate. For that reason and that reason alone, I am not going to object to what the Legislative Council has done to our pristine bill.

But can I say also just briefly that I do particularly want to thank all of my staff in my office, the people in legislative services, the people in parliamentary counsel, and can I also particularly thank the government representatives in the upper house, ministers Gago and Hunter, who have had to carry an enormous burden over the course of the last year in getting all of these pieces of legislation through what, to me, is a perplexing place. At latest count today, our office alone has had 44 bills that have gone through the parliament this year which is, by anyone's measure, a lot of work, and that would not have been possible without all of the people working so well together. So I want to place on the record my thanks to all of my staff. Libby has worked fantastically managing everything that goes on in the parliament. Libby, you have done a fabulous job, and it would have been impossible without you.

Also, as I said, I want to say something about the people in the Legislative Council who seem to manage very difficult tasks up there. I know that they have had great support from my staff, and I again thank my staff for the work they have done. I could not miss the opportunity to thank all of those people because, by any measure, they have had an extraordinarily busy year and they deserve to be acknowledged.

Motion carried.

ADJOURNMENT DEBATE

VALEDICTORIES

The Hon. J.W. WEATHERILL (Cheltenham—Premier, Treasurer, Minister for State Development, Minister for the Public Sector, Minister for the Arts) (16:31): It is now that time in the parliamentary term and the parliamentary year when we say goodbye and, in doing so, we acknowledge the extraordinary contributions that a number of members who have decided to leave us have made not only to this parliament, but of course to the community of South Australia. Politics is a curious profession. Sometimes it does feel like you are wading through treacle but at other times you do find that it is—

An honourable member: A slip lane.

The Hon. J.W. WEATHERILL: —a slip lane, indeed. As we talk about the people who are leaving and who have made their contributions here in this place, while each of them is important in their own right, together they represent a massive contribution to the South Australian community. It is with great pleasure that I turn now and draw the house's attention to the contribution of those who have decided to make this parliament their last parliament.

The first is the member for Custance and now Schubert, one of several members of this house who have decided to step aside. Mr Deputy Speaker, apart from the Speaker, Mr Venning is the longest serving member in this house. The member for Schubert came into this house in 1990 and, as a parliamentarian, the member for Schubert served as the chair for the Environment Resources and Development Committee for four years and has since continued as a regular committee member. He also served on the Public Works Committee for four years, and as the opposition whip.

I think I can say without fear of contradiction that the member for Schubert has inveigled himself into the affections of all members of this house, not just on the other side of the chamber. Try as I may, he is impossible to dislike. Even when he tries to paint one of our bridges in breach of just about every known regulation or by-law known to this parliament, somehow he gets away with it, because he is the member for Schubert. My family and I had great pleasure a few weeks ago spending a small amount of time with the member for Schubert and his wife and family. He proudly showed me around his beloved Barossa Valley.

He obviously is a man who has great pride in what his community has achieved. I was able to meet a number of very special characters in the Barossa Valley and I was staggered at the physical beauty of that place and the way in which its citizens have created for themselves—really, it must be a paradise: the vineyards, the wines, the natural beauty of the Barossa Valley. His contribution will be sorely missed in this place.

I turn now to the member for Torrens, the member since 1994. The member for Torrens, of course, came here in rather dramatic circumstances.

The Hon. P.F. Conlon: Yes, she killed that Irish bloke!

The Hon. J.W. WEATHERILL: Yes, the member for Elder notes that she—no, I don't think I will repeat that. The member for Torrens came here, of course, when the stocks of the Labor Party were at a very low ebb and she really amounted to the beginning of the resurgence of the Labor Party in this place. As member for Torrens—and I did consult her maiden speech, and no doubt a few members who are in this place for the last time today have taken a moment to reflect on what were called maiden speeches in those days, but in these enlightened days we call them their first speech, to reflect on what they have achieved against their aspirations held at the beginning of their career.

The member for Torrens described the context of the era in her maiden speech. She referred to South Africa, 'freed from apartheid's chains to transform before our eyes'. She talked about Rwanda and East Timor. The member for Torrens declared in her maiden speech: 'These

are my politics: family values, commitment to the Labor movement and a deep belief in social justice.' She further declared that, 'These are the forces that will animate my contributions inside and outside this house.' I can say to the member for Torrens that you have kept the faith with those words.

The member for Torrens has been one of the hardest-working local members of parliament in this chamber. One of the great privileges in this place is to serve as a minister, but one of the great misfortunes is to have a member like the member for Torrens after you all the time. It makes life awkward, but it is obviously very good for the people of Torrens and the north-east suburbs, because she extracts many benefits for them. Her tireless advocacy has delivered substantially for the people of Torrens, most notably delivering the upgrade of north-eastern Sudholz Road.

The member for Torrens has been whip to the Parliamentary Labor Party since 16 August 2001, serving as Government Whip since Labor took power in 2002. Her length of service has meant that she will become the longest-serving Government Whip under a Labor government in the state's history. When we first came into office every single vote came down to the wire. One misstep could have put the future of the government at risk. This made the role of Government Whip absolutely critical. The member for Torrens made sure that we won every single vote every single time, and that is quite an achievement. It must have been a very unnerving period.

I also should note that, since becoming Premier, I have had the opportunity to work more closely with the member for Torrens. I and my staff rely upon her wise counsel daily to advance the government's agenda and she richly deserves the reputation she has for being one of the most pleasant and lovely people that we have in this place, and we wish her the best in her retirement, after almost exactly 20 years of service to our state.

I turn now to the member for Kurna, who is also another enjoying his last day in this place. Gough Whitlam spoke of the brightness of the light which seemed to shine from Adelaide around Australia during the Dunstan years. This beacon of social reform was enough to attract the member for Kurna to Adelaide from Sydney after he finished his teaching degree, but the Labor Party was able to lure him away from teaching.

The member for Kurna stood for election in this place in the 1993 election and, like every other Labor candidate south of the Torrens, he was defeated, and soundly so. But in 1997, after an election campaign run on the smell of an oily rag, photocopied leaflets and shoe leather, the member for Kurna was elected on a huge 8.7 per cent swing.

In his time in the caucus the member for Kurna has developed a reputation for being the leading mind in policy development. So much was, I think, reflected in the policy agenda which the Labor Party was elected upon in 2002. In fact, John's fingerprints are all over the 2002 agenda, and the cabinet will tell you that he stole a march on many ministers in the first period of government. While they were still working around trying to work out where their agencies were, John was implementing reforms in the environment portfolio. Much of his agenda has really driven, I think, many of the exciting benefits we now see for South Australia.

He was, of course, elected subsequently in 2006 and 2010, and I hope to draw on his wise counsel again in 2014. As a cabinet minister, he contributed wisdom. I think that is the word: when people think of the member for Kurna they think of him as a wise man. He is also a gentle man and he has unique insights as well as being incredibly creative. There is nothing more exciting than seeing John rushing into your office excitedly saying, 'I've got another idea.' Some of them are complete nonsense, but many of them—

The Hon. J.D. Hill: That was the dog, wasn't it?

The Hon. J.W. WEATHERILL: That's right, the dog; yes, the idea of me getting a dog. The wife thought it was a catastrophic idea. But anyway, the member for Kurna does have a creative and curious mind and it always leads him to keep thinking about things. He is a true progressive. He keeps wanting to grow as a person, he keeps wanting the state to grow as a place, and we are very privileged to have had the benefit of his wisdom.

Put simply, he has transformed the health system more than any health minister in South Australian history. To be fair, he should have a hospital named after him—like Lyell McEwin—but the days of naming hospitals after health ministers are sadly gone.

The member for Kurna rolled out dramatic reforms to the model of care and spearheaded the foundation of the South Australian Health and Medical Research Institute. In the time he was

health minister the government undertook major redevelopment of every major metropolitan hospital. But there is one achievement that the member for Kaurna will be remembered for more than any other, and that is the construction of the new Royal Adelaide Hospital.

He spent months developing this proposal, and then he spent years on designing, negotiating and building it. From 2016, South Australians will have the best central hospital in Australia and one of the best in the world. There is no member in this place that has done more to deliver this than the member for Kaurna. His legacy will make Adelaide once again a beacon of difference that a Labor government can make. Tomorrow we will launch the SAHMRI, which will stand as a lasting reminder of the contribution that he has made to the state of South Australia.

Honourable members: Hear, hear!

The Hon. J.W. WEATHERILL: I turn now to the member for Elder. You see, I am doing this in order of seniority so as not to create any favouritism. It is very difficult to say something which would summarise the extraordinary career of the member for Elder in this place. Really, for all of the members I am saying something about, naturally the amount of time that we have to talk about these retiring members is completely inadequate. So much more could be said about each of them, because of the extraordinary contributions they make. So I do apologise for the very brief remarks that I will be making about everybody here.

The member for Elder has made an extraordinarily powerful contribution over his many years of service. I will start with his contribution to the debate in this place, because that has been extraordinary. Within minutes of beginning his first speech in this place he was warned by the Speaker that it is not wise to provoke members opposite into interjecting. I would have added, it is not very wise to interject on the member for Elder. He practised a combative politics, but a necessary quality in the five years he spent as shadow minister before we achieved office; but his combative approach was tempered by a rare wit. I think the one thing Patrick was always able to do is inject the power of humour. Some might say humiliation also tended to be one of the weapons in his armoury, but nevertheless it was always done with great humour.

Many of us enjoyed his extraordinarily witty remarks and ripostes. Amongst many was the famous metaphor for the poor former member for Hartley. The metaphor 'as nervous as a duck in a log' will really only mean something to members in this place who recall the unusual contribution from the former speaker. There is also his reference to the present member for Unley, where he was seeking to make common cause with him in saying, 'We actually have a great deal in common: we both brought down a leader of the opposition—the difference is that I was trying.' Those are two that do spring to mind.

The member for Elder served in a range of portfolios including government enterprises, energy, police, emergency services, infrastructure, transport, industrial relations and state and local government relations. He was minister for transport and infrastructure and minister for housing and urban development, and it could literally be said about him that he has rebuilt South Australia and all he has to show for it is a small sign called 'Conlon's Corner' somewhere in the middle of nowhere.

The Hon. P.F. Conlon: The cheapest job we ever built.

The Hon. J.W. WEATHERILL: That's all he's got. It just goes to show you that 'deserves' has nothing to do with politics—another one of his famous quotes. The member for Elder has been instrumental in transforming our public transport system, our tram system, our road network, our ports and our gas network.

Many people may not appreciate, because it was not widely publicised, but, in the early days of the government, decisions that he took and then the later role that he played in the gas crisis, where almost the whole of our energy supplies to the state were under threat, meant that that was averted, and that was due to the decision-making of the member for Elder. Sadly, you do not get credit for things that do not go wrong in this game. Suddenly nothing happened and everybody went dutifully about their business. There is not usually an enormous amount of credit for that, but that was a disaster avoided.

The Hon. A. Koutsantonis: There's never been a front page saying, 'All is well.'

The Hon. J.W. WEATHERILL: That's right. 'All is well today in the state of South Australia. Hold the presses.' As with the member for Kaurna and the SAHMRI building, circumstances have prevailed upon the member for Elder, a timely reminder of the legacy that he

will leave to South Australia. The member for Elder's last week in this place precedes the week of an Ashes test that will be played on the newly-developed Adelaide Oval.

It was the courage, imagination and vision of the former member for Port Adelaide, Kevin Foley, but it was the intelligence and tenacity of the member for Elder that played a critical role in this process. He had the courage to place considerable political skin in the game to make sure that this great oval—this beautiful piece of architecture, which will come to symbolise, I think, a new spirit in this state and in this community—is celebrated. Whenever he attends an AFL fixture, a Rolling Stones concert or a test match or even drives past this impressive stadium, he will recall the role that he played in Adelaide's emergence as a vibrant, modern, confident city.

I turn now to the Deputy Speaker. You, Mr Deputy Speaker—the member for Lee—are another member who has decided to call it a day. Mike, you entered parliament in 1997 winning the seat of Lee. Formerly a teacher and union official and three times Mail Medal winner—so, a mean footballer—you became a minister in the Rann Labor government in 2002, holding the portfolios of transport, industrial relations, recreation, sport and racing. During your ministerial career you have held the portfolios of administrative services, finance, police and emergency services.

In parliament you have held positions in the Economic and Finance Committee and the Public Works Committee and your current role as Deputy Speaker and Chair of Committees. Throughout your career you have been a passionate advocate for your portfolio responsibilities. The police service has never been better resourced than under your tutelage. Your passion for racing and sports was evidenced and you were a first-class minister for sport.

In the emergency services portfolio, you oversaw a \$47 million funding boost and wide-ranging reforms to bushfire preparedness in South Australia following Black Saturday in Victoria. During your time as police minister you oversaw the recruitment of 300 officers and the largest police construction project in the state's history which included a state-of-the-art police academy and new police headquarters. You are always passionate about recreation and sport and the particular connection with clubs in your electorate. You campaigned tirelessly for a massive increase in recreation and sports grants. You were integral to delivering the State Aquatic Centre, a world-class elite and community aquatic sports and leisure centre for South Australia.

Sadly, your one failing is that you are a passionate supporter of the Norwood Football Club. You took great delight when they went back-to-back this year, but I couldn't care less. Mr Deputy Speaker, I also want to remind you of a particular contribution you made. To much ridicule you reduced the speed limits in South Australia, and that saved lives. Many of us do things in this place and we like to think we have achieved something but you saved lives and serious injuries because you had the courage to follow the science that told you that reform would do just that.

I also want to acknowledge the member for Giles. The member for Giles has represented the electorate since 1997. The member for Giles is unique. She transcends traditional divides and has broken new ground. She is currently the only Labor member in this place to represent (because the member for Mawson and the member for Light always have a crack at me when I say it) an electorate entirely in country South Australia. When you became Speaker of the South Australian House of Assembly you were the first woman to have done so, fitting for a former lecturer in Women's Studies.

I know that you took seriously your role as a leader of women and you made some very important connections with women around this state and, most poignantly and particularly, with the Aboriginal women of South Australia. You are a tireless local member and you have many reasons to be proud. You have lobbied strongly for development to the Whyalla Hospital and last week you were able to see the benefits of your labour. Earlier this week, you described your joy at seeing the hospital's new facade, new accommodation, new theatres and new wards. You have also been a tireless advocate for Aboriginal people, having within your electorate the most remote Aboriginal communities which have received an extraordinary amount of attention but which require so much more attention to address disadvantage in those areas. I want to acknowledge your earthy contribution, not only to this parliament but also to the caucus. It has been grounding, bruising but always enlightening.

Like the member for Giles, the member for Reynell was also a member of the class of 1997. When one considers that the seat was only created in 1991, it is fair to say that the member for Reynell has made this seat her own, holding Reynell for 16 of its 22 years. She has also gone into production with her own media outfit, with a newspaper that would rival any of the publications which presently grace our shelves in newsagents. She has held many committee chairs and

memberships. She has overcome much to arrive in a place where she has been able to contribute to change.

Through her political career she has been a tireless campaigner for the disadvantaged members of our community. She has at times been both creative and bold, initiating the Southern Man Made program in the South Adelaide Football Club and an ANZAC Youth Vigil in the South. In 2009 she went all the way to the Supreme Court to limit the impact of pokies on her local community. She knows how to fight for her community, she understands what it means to represent them. She faithfully represents them in the caucus and in the cabinet.

I want to acknowledge, in particular, the way in which the member for Reynell has assiduously worked at the policy development process. This place only works when people take seriously their responsibility to feed their ideas into executive government to knock the edges off things that are falling into error. She has always taken that seriously. She has made ministers who have drawn on her counsel better ministers. She has made our government a better government for the attention that she has given our policies and our legislation. She also knows the value of education after having studied part-time to finish her own schooling and going to university. She has helped so many others learn and improve their own lives through work in the community, and I know that that remains one of her passions. Thank you very much, member for Reynell.

There are, of course, members in the other place retiring, but they will be acknowledged by members in the other place. On behalf of the government and the parliament, I wish to thank all of you for your service and wish you all the best in the future. I will miss your company, I will miss your contribution to this place and the camaraderie that comes from struggling together for a joint purpose.

I am still idealistic enough to believe that this is the highest purpose somebody can aspire to, that is, to serve the community for its benefit, to make it a better place and to actually do the things that are going to allow each of our citizens realise the very best that they can be in order to express themselves in all of their creativity so that they can have the lives they want for themselves and their families. This is what you have all committed yourselves to and I want to thank you for your service.

To all of our staff—the Hansard staff, our library staff, our restaurant staff and everyone else who works in this place—thank you so much for making our lives so much easier. It can be a stressful place. Not all of us are at our best all of the time, and I am speaking for others in this respect. We all have moments. To the staff who actually have to find ways of looking after us—the parliamentary officers here, the messengers, the attendants, the clerks, all those people who assist us in discharging our duties, I want to thank you so much for the role that you play. We in this house could not make our modest contribution to the people of South Australia without your endeavour, commitment and dedication.

As a government we could not achieve what we have achieved without our excellent public servants. Without a strong Public Service, our government would not be able to deliver the programs and services upon which South Australians rely, so I take the opportunity to thank all of the South Australian Public Service.

I also want to single out another group that is probably a much more maligned group, but they deserve particular attention. They are our staffers: our ministerial staff and other staff who serve members of this house with dedication and distinction, our ministerial advisers who provide the information that is necessary to allow people to actually understand and get the messages and the information that they demand of government. I thank all of you for your service. I wish every single one of you, including everybody in this house, a wonderful Christmas and a safe and happy festive period.

Mr VENNING (Schubert) (16:58): Mr Deputy Speaker, I am grateful for your indulgence in allowing me to make my final speech. After almost 24 years and hundreds of speeches, here it is: the last one. These books here contain most of them. When you look at them you can see how much there is.

Mr Premier, thank you very much for your kind words. I do agree with you: the Barossa is a wonderful place, and it has been an honour to represent it. This really is a point in time for me: my last speech in this place, not just 24 years in parliament but the conclusion of 40 years of political activity. Things will be very different tomorrow.

The impact of leaving will be as dramatic as when I got here. Last Saturday night I was honoured at a toasting dinner at Nuriootpa with 150 people, including 27 current and past MPs. The speeches were fantastic and I was, and still am, very much humbled. It was great to sing our national anthem, God Save the Queen, and to finish off with the Song of Australia. There was also a special message that quite surprised and humbled me. I will read just three paragraphs of it:

Ivan,

You richly deserve the honour and the recognition of your friends, colleagues and community. Being a local member is a calling, not a job. The hours are long, the responsibilities vast, the pressure unrelenting, the gratitude uncertain, but the reward is the ability to make a real difference to people's lives. You can look back proudly on the contributions you have made to better the community and to better South Australia.

It goes on. It is from the Hon. Tony Abbott, Prime Minister of Australia.

Our family has had a generational interest in South Australian politics, ever since 1850. I have been tempted to put this on the record, and I will do it now. I pay tribute to my late father, the member for Rocky River, the 'cocky from the Rocky', and my mother Shirley. They laid down the environment to enable me to be a political activist and advocate for country people. I served 10 years on council before I got here—it was very good grounding.

It was my great grandfather William Jasper Venning who really put it in our blood. Bill Venning was known throughout South Australia for campaigning and implementing issues for country people. He travelled all over South Australia, usually by train or horse, addressing public meetings. He was actually instrumental in starting the first State Bank, also the land laws, water conservation and so much more. Members can read about this remarkable man in the early South Australian history books. One book is the *Adelaide and the Country, 1870-1917* by J.B. Hirst, on page 113. I will quote one passage that tells you about this man:

'Adelaide shall rule no more,' was his message. 'Farmers have been ruled by dwellers in cities, but the idea is fast being exploded that farmers as a class are less able to rule than city men.' WJ Venning, Secretary Farmers Mutual Assn, 20th August 1880.

He set up the association of Crystal Brook in 1879, and he formed branches all over the state. This led to mergers with several other farmers and political groups, and forming the Farmers and Producers Political Union, of which he became president.

On 1 October 1910, he instigated the first merger with the Australian National League, and the new political force was born—the Liberal Union. I think you know where we are going. The subsequent amalgamation with the Country Party saw the historic founding of the Liberal and Country League (LCL), which premier Playford later led in government for 27 years—an Australian record.

So many of these issues that W.J. Venning campaigned for are the same ones my father campaigned for and now me in this place. I arrived here in 1990, after a by-election in Custance, and it was not a pleasant event. John Bannon was premier in a tied house, with Independent Labor Norm Peterson as speaker. It really was a baptism of fire for me, with the State Bank disaster brewing and bursting shortly after.

I arrived and I sat on the same bench as the one I leave from. I have served under eight premiers, seven leaders and eight speakers. I have been honoured to represent a wonderful electorate, even though its boundaries and then names have changed quite dramatically. I began representing half of Port Pirie, my home town of Crystal Brook, Clare and down to Kapunda. Three massive redistributions now see me firmly ensconced in the Barossa Valley, Adelaide Hills and Mannum.

I had Clare and the Barossa Valley together—that was an interesting time, and certainly raised my interest in wine appreciation. I have met and been associated with many personalities in the wine industry, beginning with Brother John May from Sevenhill. I have been indeed blessed to have wonderful contacts within my electorate, especially the eight mayors I was fortunate enough to work with.

I will name mayor Ken Madigan of Port Pirie and make a special note that we were very successful in attracting funds for major projects in Pirie and the region. I am concerned that most of the people would be unaware of the huge amount of work and the quality of his representations that even minister for transport Di Laidlaw could not resist.

Other mayors were the late Bob Phillips from Clare, Des Shanahan and Robert Hornsey in Light, also Robert Homburg from Tanunda and Ian Mann and Dave Burgess from Mannum, and

then, of course, at Mid Murray, the incumbent mayor and good friend Brian Hurn—the first mayor of the expanded Barossa Council.

I was fortunate to serve for 10 years myself in local government, as I said, and the experience was invaluable to a state member. Working with local government has been a very high priority for me, and the result I think speaks for itself. I want to thank all my constituents over all the years. They have been a great comfort and support to me. I have had a great relationship with those friends, and I hope that it continues well into the future.

I do not want to name individuals as there is not time here and I would miss someone, but I must mention three: the late Margarete Hale, without whom I would not have been the member for Schubert, and I would not be standing here; Mrs Stephanie Martin, who has been with me for almost all of the 24 years as my branch president, electoral committee president and friend; and, thirdly, my campaign chairman, the treasurer and long-time secretary, Mr Peter Frazer—'Mr Cool', we call him. I note our state director his here, and no doubt, if you do not know him, you are going to. Peter headed up the best campaign team on the job; we got almost 70 per cent last time, and I am not that good, but the team was.

I pay special tribute to the local media, a vital spanner in my toolbox, to keep up with the issues and then to convey my message. I name *The Leader* newspaper, the epitome of a successful country community newspaper. Tony Robinson: congratulations to you and Angela, to journalist Emma and to photographer Alicia; you have been fantastic. To *The Herald*, especially to Graham Fischer: thank you. ABC Radio Port Pirie 639: I have had a great relationship with you over the whole time.

To the Liberal Party, the best party of all—and to the director—thanks so much for giving me the wonderful opportunity to serve for so long. My liaison and association with the party have been terrific; its directors and secretariat have been awesome. I have really appreciated a good relationship with my leaders—all eight of them. It was quite a unique opportunity to serve with a female leader, Isobel Redmond, who really enjoyed a natural rapport with all of us, and I thank her most sincerely for being a friend and for the opportunities she offered. She spoke very eloquently on Saturday night, and I described her as (and I hope she is not offended) 'unique, different and fascinating'.

To all my Liberal colleagues past and present, I really have enjoyed the journey with you, with lifelong friendships, as has been said before. I will write a book, and you will all feature, one way or another. To my friends on the other side—and there are several—yes, we are political opponents, but I do not believe genuine friendships compromise our party loyalties. I have not seen it necessary to personally attack any member in this place, and if I did, can I say I was never comfortable about it, especially when I was whip.

I pay special tribute to the government whip, the member for Torrens: Robyn, I appreciate your comments and assistance very much when I served four years as opposition whip. I apologise to any member if I have offended them. To Mr Speaker, can I publicly apologise for my accusations regarding the Crown Solicitor's Trust Account; I accept that subsequent events, especially a long trial, have vindicated your denial.

I want to briefly mention a few highlights of achievement during my time. Apart from painting a bridge, I have done a few other things, though that is the only one they want to remember. The biggest project was the sealing of the Morgan-Burra Road—\$19.7 million worth; thank you, minister Di Laidlaw. Also, the Gomersal Road (\$7.7 million) took a lot of haggling; thank you, John Olsen and Di Laidlaw—there was a bit of haggling there. Also, Anama Lane, which is no longer in my electorate, has now been done. There was 22 years of haggling there, and it has now eventually been done.

Filtered water for the Barossa is something you all take for granted. It was a huge achievement, and some members may remember the bottle of genuine unfiltered Barossa water that I circulated to every MP's office in this place. Can I say, minister Olsen was not impressed, but we got our filtration plant. Also, the BIL irrigation scheme for the Barossa was truly a great success story without precedent, before or since; other wine regions are very envious as the growers actually own this scheme and they get good quality water at a good price. To John Olsen goes the highest tribute in convincing SA water that they did not need to be in it to add to the costs. It is now the backbone, and our assurance against water shortage at critical times of our vine growth.

Schools have always rated highly for me, and I was very pleased when we got new facilities at primary schools at Crystal Brook in the early days, Clare, Tanunda and Kapunda, and at

secondary schools Mannum Area School, Nuriootpa High School and Faith Lutheran School, and that magnificent Brenton Langbein Performing Arts Centre. I am still in awe, even after 10 years, when I go into this facility. I just cannot believe that we started this project; it is as good as the Festival Theatre, and thanks to the Hon. Graham Ingerson. All I can say is: awesome.

One of the longest campaigns and, in the end, the most satisfying was the deep sea port saga. Some of you members were here for that. I will not relay the history here, but there was a lot of intense lobbying to get it in the right place at Outer Harbour, to get it developed without too many environmental concerns. You can read all this in my book, and yes, there were some red faces, and I acknowledge the support of Graham Gunn. We will never forget that extraordinary meeting.

So, I thank those who helped in any way, particularly minister Conlon, who is here, because at the end there was a debate and it actually is in the right place. Thank you, Patrick, and also to Ms Jodie Donnan, our university student from the parliamentary intern scheme, who wrote a report that highlighted the correct pathway, and of course the minister finished it off. It really is a most important project to keep our grain industry viable, and probably my biggest project.

Talking about Gunny again (the past member for Stuart, I should say), I really did appreciate his support when we got into government in 1993. We were successful in convincing the Liberal government, especially treasurer Stephen Baker (who was not a pushover, I can tell you), to remove all charges, transfer fees, duties and other imposts from the transfer of farmlands from the father and mother to their sons and daughters. This, along with the abolition of death duties some years before, has probably been the single most important assistance that farmers have had for decades.

Main street upgrades featured in my early days at Crystal Brook, Clare and later Kapunda. Finally, a really great news story: the original town hall Hill & Son grand organ alive again, and you have heard it played, Premier, and it was only half-working when you heard it. All I can say: wow. I was pleased to arrange that private viewing for you the other day, and I am reminding you that there are still a few dollars left owing that we need so that it can be opened debt-free.

I have had an interesting time in this house. It was a privilege to serve as party whip; shadow minister; parliamentary secretary, mines and energy; committee chair for many years; and a member before that, spanning almost 18 years. I always had an interesting mix of extracurricular roles in this place: president of the Parliamentary Wine Club at the same time I was president of the South Australian Parliamentary Christian Fellowship. Some would have said that was a conflict—not bad for an original Methodist—and I also enjoyed being president of the South Australian Parliamentary Bowls Club.

After 24 years, me being almost 68 years old, some things change, but other things never do. I have always believed in the two-party system. It works and we should do more to protect it, and we must amend standing orders to streamline the operation of this place. There has to be better liaison across the house to protect the institution of parliament and also politics as a career. You try and talk young people into taking this on: it is very difficult. You have to find extraordinary people to say they will do it.

The huge problems facing this state really do require a combined effort by both parties to overlook the politics and together make the decisions that we need to make. Standing orders I do believe need to be amended, but please—one last plea—change those bells, especially that upper house hooter. It drives me nuts, especially during dinner. Surely, sir.

I have enjoyed being here in Parliament House—not so much the building, but the people who work here. The team in parliament house, the leader's office and the whip's office—Helen Dwyer has been so helpful to us all, and I publicly thank her. To the clerks and the table staff and the committee staff, thank you so much. Your work is often overlooked. To Hansard over the years, I take my hat off to you. I have never envied them, keeping up with my motor mouth.

I especially remember the loveliest man who was always kind, helpful and sympathetic. I refer to Hayden Lamshed, and he still rings me, years after his retirement. Hayden, you are super special. To the parliamentary counsel, especially Richard Dennis, and the library, thank you very much. To the parliamentary chauffeurs—the drivers—can I say thank you. You have been good friends all along. Often you are all alone and the chauffeur is the only one to talk to, whether you are waiting for somebody, and I had a very good relationship with one Tony Mahoney. He goes in the book, and there is a fair bit to talk about him, especially one I will not repeat—it was just an absolute classic.

Members interjecting:

Mr VENNING: Creating dust on a dirt road, with a press helicopter right above—not that we saw that! Anyway, it was just as a sideshow. Also Malcolm, the driver—he has always been very cheeky. To these guys, we do appreciate your work and we appreciate your confidentiality—because they drive all of us and I have never once seen them break a confidence—so, to all of them, and there's one up there, thanks guys and ladies.

To all the house attendants and caretakers, all friends, I am often here in the wee small hours and I have often enjoyed a chat with our soldiers of the night. To our air conditioning men, and why do I pick them out? When I first got here Mr Dennis Polkinghorne was the air conditioning man, and I was a lonely man, but he took me under his wing and showed me every nut and bolt in this place, including the basement, and I worked out where all the trapdoors were. Thanks also to the current one, Mr Keith Nellor. Whenever we are here, these guys are here, trying to keep the antiquated machines working and keep things cool. Keeping me cool is a full-time job. Thank you guys. Now to a very important part and one I will really miss, our catering staff. To Creon and James—

The Hon. L.R. Breuer: What about the zucchini?

Mr VENNING: Thank you—especially the extra efforts you make for the wine club. It has been fantastic and I know I am probably your best client. To our cooks and our kitchen staff, we appreciate your wonderful talents. I really appreciate and I will sorely miss the wonderful attention, friendliness and understanding by the fantastic people who wait on us both in the dining room, the Blue Room and the refreshment room. I am very tempted to name them—there are two or three there—but I cannot because it would not be fair if I missed somebody, but I am sure you know who you are. Who else would remove my bread roll or leave the toast off my breakfast tray to help me to a healthier diet? Thank you. You have been more than food providers, you get to know all of us, and to many, especially the country members in here, you become family, especially in my case. I thank you and I look forward to the occasional visit back here as a past member.

Finally, can I thank my staff at the Schubert electoral office. Helena Dawkins has been with me approximately 18 years—just perfect for me, cool, organised and very helpful—also Susie Roer, Sue Young, Taryn Wills, Natasha McGreen, our current trainee, Anne Hornsey who also fills in. So, many of our trainees, and it has been a fantastic program and I congratulate the government of the day, because I think almost all of my trainees have gone on to great things and good vocational opportunities. Thanks so much to you all. You have been fantastic at putting up with me, and it is not a walk in the park, even though some might think so.

To our family, sons and daughter and partners—Mark and Megan, Shane and Jo, Jo and Anthony—thanks so much for your support over the years. To my sisters Mary and Sharon, and my other sister Julie, from Western Australia, who is sitting there in the middle, thanks for coming over Jules and Mary thanks for your advice. To have sisters like this, you never lack knowing what is going on. To my brothers Max and Richard, thanks also to you. Again, to my late father and mother Howard and Shirley, for starting all of this and for giving me a wonderful opportunity. I am forever indebted and I pay them the highest tribute. Who is left? The most important, Kay, and she is sitting over there.

Honourable members: Hear, hear!

Mr VENNING: She has been a wonderful asset to me and has been there through thick and thin. Yes, she did not marry a politician, of which I am often reminded, but she knew how to be a valuable part of the process—and Mitch Williams will know this because we have done a few trips together and it is usually three against one! She learnt much from my mother and they got on so well. She did all those things I could not, especially the children and the grandchildren activities. I know I have impinged on her life—the electorate comes first. Well, dear, now it is over and I am coming home. 'Help!' did I hear you say? Well, dear, you are going to be amazed how I have not forgotten how to cook and to wash clothes; and to our eight and half grandchildren, Grandpa's back. To the Lutheran Church and the pastors, thank you, it has been a very special relationship. I always keep in mind constituents first, my party second, and self last. I hope I lived up to that as well as I should have.

What will I be doing in retirement? No real plans. Sleep for six months, help on the farm, dabble in wine marketing and drink a bit, and it would be nice to have a job for a few years in areas in which my committee work took me, particularly public works and infrastructure. Maybe a stint

back in local government, who knows? Maybe I will get a calling. I will make a sustained effort to lose a few kilos but there are so many temptations in here.

Very finally, to those retiring with me—me being the only Liberal because most of the rest of my colleagues are all so young, so I am the only one to go. To the member for Kaurua, John Hill; to the member for Elder, Patrick Conlon; and to the member for Torrens, Robyn Geraghty. Can I say, Robyn, that it is sad that we go home to our partners, and Bob's memory is strong with me and we are thinking of you, but we hope that leaving here is going to be a new life for you too. To Lyn Breuer, a special person—we have always got on well: thanks, mate—in Lee, Michael Wright; in Reynell, of course, Gay—thanks, Gay, for being Chair of that committee—and, in the other place, Carmel Zollo: my best wishes to all of you.

Very finally, I have been honoured to serve in the Liberal team. I congratulate our leader, Steven Marshall. You are inspiring, even to an old bloke who has been there and done that. As I said, I note the director is in the gallery. You give me great confidence, Geoff.

With your indulgence, Mr Speaker, I hope I am able to wish my leader all the best for the coming election, and also the state director. We are all solidly behind you. I offer my assistance now and always. It has been a huge honour to serve, and my fantastic memories will carry me into the future. I will always be there for my party and for country people. Thank you and God bless.

The SPEAKER: The member for Elder.

The Hon. P.F. CONLON (Elder) (17:21): Very kind of you, Mr Speaker. I can't help feeling that I have a rare freedom to reflect upon you any way I like at the moment but, fortunately, my wife and daughters are in the audience so I had best behave. I stand before you the most fortunate of men. I am fortunate because, Mr Speaker, as you know, I was born in west Belfast, and every morning I wake up I am in Adelaide. It's alright, let me tell you. People do not understand how fortunate we are in this country.

What I will say is this: I am fortunate that we were not so obsessed with stopping the boats back when I came. I am indeed a fortunate man. I am fortunate in my relatives and I am fortunate in my friends, and I have to tell you my enemies aren't bad either. Mr Speaker, I have to admit, I think I am rare—I should not say that, but I have a peculiar fondness for you. For those of you who do not know, the Speaker is a high Anglican who believes that Strongbow brought culture to Ireland. I mean, the man is misled.

When he first became Speaker, knowing my customary disregard for authority and anything associated with a viceroy, coming from west Belfast, I came into this place and I bowed theatrically, and the Speaker said, 'Lower, Fenian!'

I am fortunate in so many ways. I don't actually want to talk about what I achieved, because I will tell you in all sincerity, seriousness and truthfulness that if you achieve anything in this job you do it with other people. You cannot do it on your own. This is where I have to be careful not to be emotional because, oddly enough, I am attached to some of you people—oddly indeed.

I have been fortunate in my staff over the years. Matthew Pinnegar has made sure that I mention his name today, which I will, for no other reason than the fact that he has insisted so much. There is Matthew Clemow and Cathy King, my first-ever chief of staff. I do not think anything has ever showed my courage more than employing Cathy King. She would just walk into my office once a month and say, 'You idiot!' and then walk out. The problem was she was usually right. I was so fortunate to get someone whose political nous is in her DNA. Then again, I always made good decisions, I think.

I am very fortunate in my staff, and I am very nervous about leaving people out. There is Chris, my driver. I have to tell you this: if you have any rough edges, your driver knows all about it. Chris is a great guy, I have got to say that if we were ever unfortunate enough to be in war, I want Chris in the trenches with me, because he does not know how to take a backward step. I do not think he's frightened of any human being alive; at least I am frightened of my wife. He is a fantastic fellow. Thanks to the Geraces who have worked with me. I promised I would write this down and I have not, because I am bloody hopeless, as you all worked out.

One of the things I love about this country is that I am a bum from west Belfast, and I have been waiting for someone to tap me on the shoulder and throw me out all these years and they have not, and I have got out of it. The other thing I want to say to you is about the Labor Party, because I am very grateful—very grateful—to the Labor Party. People say there is no difference between the parties these days. That is rubbish, just rubbish.

I respect the fact that they are different, but they are. I am looking forward to an interjection because I have never got this long into a speech in this place without someone on that side yelling at me. The difference is this: what I love about this country and the Labor Party is that our favourite song, the one we hold most dear, is about a bloke who steals a sheep. And that is the difference between the two parties: we are for the swagman. They're for the troopers, we are for the swagman, and long may it be that way. And I respect you. Somebody's got to be for the troopers, but we are for the swagman.

Like I said, you cannot do anything without help. My staff have been fantastic and loyal. You trust them with your life, and that's fantastic. The bureaucrats I worked with—I had to sack a couple, but you've got to do that; honestly, you've got to do that. Jim Hallion is an outstanding public servant for this state. And then I met Rod Hook. Rod Hook: we worked out we could not possibly get along, because we had nothing in common—could not possibly get along. It has been a great, great relationship and I am grateful for everything Rod and his staff have done for me.

There are some outstanding people in here; I love them dearly, and they have great futures. I do not want to single people out because it would be the kiss of death for you. We have got some great talent coming through. Sometimes you think are you going too soon, but the truth is that this is a game that does not end. It never ends; it is just different points on a continuum. We will be around; this great Labor Party will be around for many years. Now the hard bit. I told my wife how much I owe her, so I will not do it again. That is it. Mr Speaker, this member's time has expired.

The SPEAKER: With the member for Elder's leave, I shall call the leader.

Mr MARSHALL (Norwood—Leader of the Opposition) (17:28): Thank you very much, Mr Speaker. It is my great pleasure to rise on behalf of the Liberal Party to make some valedictory remarks at the conclusion of this, the 52nd Parliament of South Australia. Can I commend the Premier for his earlier remarks regarding the six retiring members on the government side. I would like to make a very brief statement on behalf of the Liberal Party, but I do commend the Premier for the words that he stated and put on the record earlier.

To the member for Torrens, the current whip—we share O.G. Road; she is on the east side and I am on the west side—you have made a great contribution representing your people over the past 20 years, and on behalf of the Liberal Party we wish you all the very best for a long and very happy retirement from this place. To the member for Kaurana: I first met the member for Kaurana when he was the minister for environment here in South Australia and I was on the board of Jeffries. Of course, he will be not so much remembered as the former minister for the environment but the longest serving South Australian health minister. We on this side of the house appreciate that—

The Hon. J.D. Hill: Only the second: Lyell McEwin beat me.

Mr MARSHALL: Did he?

The Hon. J.D. Hill: He had 26 years.

Mr MARSHALL: Outrageous! Well, you shouldn't be retiring. Nevertheless, you will be remembered for your long service in that important role. We on this side of the house do appreciate that this is a complex and extraordinarily demanding portfolio in this parliament and we thank you for your contribution. I am not sure that it is the most favoured portfolio to receive and I think as a sweetener you were also given the arts, which you certainly would have enjoyed.

I must admit that when you were the minister for health I would often see your tweets commenting on different literature that you were reading. I always thought to myself, 'Why isn't he running that health department?' but anyway it was great to see somebody who had balance. I saw you at many arts events in your role as the minister assisting the Premier in the arts, and I am very pleased to see that you enjoyed that portfolio. Again, I wish you all the best for a long and happy retirement from this place.

To the member for Elder—a gentleman I do not know particularly well—we have had some conversations in the members' lounge. Can I say that some members have a Jekyll and Hyde personality. In here, he seems so ferocious; we are all scared of him. Then you have a chat with him in the bar and you realise very quickly that he is a very well-meaning member of this parliament. Like all others, he has served to the best of his ability the people of South Australia and, like the member for Kaurana, he has held a role that is extraordinarily demanding.

The member for Lee has had many portfolios in this place over an extended period of time. I got to know him when he was serving as the chair of the Economic and Finance Committee—a role that he fulfilled very efficiently. For me, he will always be most importantly remembered as a director of the Norwood Football Club, and I am very pleased to see that he has back-to-back premierships. He has always had that odd situation where he represents an electorate where he should be supporting the Port Adelaide football club; he lives in a suburb where he should be supporting the Glenelg Football Club; but indeed he does support the right football club which is the Norwood Football Club. We wish you all the very best.

The member for Giles—well, what can one say? The member for Giles is a passionate advocate for the people of Whyalla, for the people of Giles and indeed for all Aboriginal South Australians. I know that she joined with me with much satisfaction when earlier this year this parliament worked in a bipartisan way on the Constitution (Recognition of Aboriginal Peoples) Amendment Bill, and I think that that will go down as one of the great achievements of this parliament in 2013.

It is fair to say that some of the speeches already today have said that there are friendships across the house and I think the member for Giles and I will remain solid friends in the future. I want to thank you for your role as Speaker of the House of Assembly and wish you a very long and successful retirement.

To the member for Reynell, who has made enormous contributions to the ERD Committee and a range of committees in this house, again I have not got to know you particularly well because we have not served on a committee together, but on behalf of the Liberal Party, we thank you for the contribution you have made to this parliament and wish you all the very best for the future.

It is also my great honour, privilege and duty to thank a range of other people and I will do that as briefly and as quickly as I possibly can. First of all, to my colleagues on this side of the house—quaintly referred to as Her Majesty's Loyal Opposition—can I begin by thanking my deputy, Vickie Chapman, the member for Bragg, for her support; the leader in the upper house, the Hon. David Ridgway, and the deputy leader, Michelle Lensink.

I would like to thank the Hon. Iain Evans, the member for Davenport, for his contribution as the Manager of Opposition Business, and I would particularly like to single out and thank the member for Morialta who has served, I think, with distinction as the whip and helped a newbie leader cope with all the complexities of this job. Often I am sure my colleagues can hear him whispering, 'No, not yet.' I genuinely thank you for all of your help and assistance, as I do Peter Treloar, my parliamentary secretary and deputy whip. I also thank the Hon. John Dawkins, the whip in the upper house and the Hon. Jing Lee, his deputy.

To all my colleagues, thank you very much for the enormous support that you have offered to me since February this year. Most importantly I would like to single out and thank the member for Heysen, who has been an extraordinary support for me in the past 10 months. I am genuinely very grateful and thank you for the enormous contribution that you have made as the leader of our party for 3½ years, and I genuinely thank you for that.

To the Premier and the government, to the ministers and all those people on the government benches, we thank you for the contribution you have made. To the Independents, thank you very much. We are missing one at the moment. Where are not sure where he is—probably checking up about that speeding fine.

I also thank my staff, in particular the leader's office staff—my chief of staff, James Stevens, and all those who work extraordinarily long hours. It is a thankless job, so I will deal with that now—thank you. To my Norwood electorate office staff, and Carolyn Crowley in particular, I appreciate the fact that they have had to pick up a lot of extra slack with me being away. But to all of the opposition electorate office staff, who do an enormous amount of work to make sure that we are prepared, they deal with the electorate in an efficient manner.

To the President of the Liberal Party of South Australia, the Hon. Alexander Downer, we thank him for taking on that role unopposed. To the former president, the Hon. Grant Chapman who fulfilled that role for three years; to Geoff Greene, our new state director, and all the staff at the Liberal Party headquarters, I thank you.

Now to Parliament House: this parliament just does not run itself. I acknowledge and thank all the House of Assembly chamber attendants who look after us extraordinarily well, and I think I speak on behalf of everybody in this place to say that we are extraordinarily well served, and thank

you very much. To Paul Collett, the Serjeant-at-Arms, he has got through another year without having to arrest anybody in this place, and long may that continue. To the Clerk, Malcolm Lehmann, to his deputy, Rick Crump, thank you for the smooth running of this house and to Jan Davis and her deputy and Black Rod, Chris Schwartz, in the other place, thank you very much and to all the staff in the Legislative Council.

To David Woolman, our building services manager, thank you very much for looking after this incredible building that we are all so privileged to serve in. I am always filled with much pride when I take a school group through here because I think we are operating in the nicest office building. This is our office and I think we can all be duly proud of it. To all the committee staff, and the library staff, I am sorry I lost a couple of books this year. I will definitely try to look for them over the break. To Creon Grantham and all the staff in the Blue Room, thank you very much, especially those who overstep the mark telling me that I shouldn't have a bread roll. Actually at the end of the year I do appreciate that; it is great when they are looking out for your health and welfare.

To Hansard, I don't know how you do it. I genuinely don't know how you do it. Thank you very much for all your help. To the Procedures Office, cleaning staff, switchboard staff, maintenance and security staff, to the people in Finance, and to PNSG, we could certainly not discharge our duties without your enormous contribution.

I would like to thank the Speaker. Can you believe I am saying that? I genuinely would like to record the appreciation of Her Majesty's Loyal Opposition for the way that you have discharged your duties in this house this year and in particular some small reform that you pushed through regarding the length of time government ministers can answer their questions and other ways that you have addressed the smooth running of this house. It is an extraordinarily difficult task. Nobody ever thinks that the speaker has the right calling, so we thank you very much and wish you all the best for Christmas.

The SPEAKER: I think the time limit may have preceded me.

Mr MARSHALL: Exactly. Finally, to the retiring member for Schubert. I attended his toasting ceremony—which turned into a roasting ceremony—on Saturday night up in Nuriootpa. It was a great honour and privilege. As the member said, there was an extraordinary number of very well crafted speeches which, to the very large audience, gave us a very great appreciation of the enormous contribution that you have made in this place over an extended period of time, firstly as the member for Custance when you came here in 1990 replacing the Hon. John Olsen, and most recently as the member for Schubert. You have made an enormous contribution representing Schubert. You love Schubert. Nobody has taken the job more seriously than the member for Schubert, and I will tell you why.

He came into this house a teetotal, but he has taken his responsibilities so seriously that each and every year he takes it upon himself, as a duty to all the wineries in Schubert, to personally sample and test every bottle of wine or every label produced in the Barossa. Nobody, not even the member for Mawson, could lay claim to that. We wish you and Kay all the very best for a long and happy retirement in Crystal Brook, and we genuinely thank you for your enormous contribution. It is with those final words that I wish everybody in this place all the very best for a very happy Christmas and a very prosperous New Year.

The SPEAKER: The member for Kaurna.

The Hon. J.D. HILL (Kaurna) (17:41): Thank you very much, Mr Speaker. My father was born in Balmain. He left school at 15, served in the Middle East in World War II, went to night school, became an executive with Ampol, moved to the North Shore of Sydney and told me that he would not vote Labor while his backside was pointing to the ground. In fact, he used a stronger word than 'backside', but parliamentary protocols being what they are prevent me from using it. As you would know, you can take the boy out of Balmain but you cannot take Balmain out of the boy.

So I grew up believing that Menzies, the Liberal Party and *The Daily Telegraph* were the way the world worked. Then the war in Vietnam and in particular conscription made me lose my faith. Whitlamism gave me a new faith. I came to believe that society needed to change, and initially I thought that education was the institution for me to work in to help achieve that change. So I came to South Australia in 1974 to teach.

The loss of office by Labor in Australia and then in South Australia in the late seventies convinced me that the Labor Party, which I had always believed was a more powerful agent of

change, needed all the help that it could get, so I joined, or I became active, and I became an activist. Somehow, to my surprise, I ended up here in this place.

Now, 40 years after moving to this wonderful state, it is time to step away from that activism. All that remains for me is to thank people, and I want to start by mentioning only one name, and that is my wife Andrea, who is here today. I thank her sincerely and deeply for the love and support that she has given me over the 26 years that we have been married.

The Hon. P.F. Conlon: Now why couldn't I do that?

The Hon. J.D. HILL: Well, you weren't married to her; you've got a different wife. From the time I said that I was a politician and there was not much I could do about it, she has supported me. We moved house, we changed a whole lot of arrangements. It has been difficult for her and for our family, but she has supported me every bit of the way and I want her to understand how much I love and appreciate her for that. My sons and my extended family have all supported me in various ways. I do not think any of us can achieve anything in here without the support of family. I do not know how anybody who does not have the support of family can succeed or indeed survive in this place.

And of course there are friends. I count some of you amongst my friends, but mostly I have separated my work from my friendship groups. I did not do it deliberately, but it just works out that way. I do have friends who I see on a regular basis who support and ground me and who are always there if any difficulties occur, and I love and appreciate them for that.

I would also like to pay tribute to all the staff I have worked with over the years, both in my electorate office and in my ministerial office, both the political staff and the administrative staff, and all of the public servants who are kind of part of that domain that you work in as a minister. In particular, the ministerial staff and the electorate office staff become like a second family. You spend an enormous amount of time with them. You learn to love them and appreciate them. They joke with you, they support you and they make your life just spectacular. I would just like to thank all of them. I will not name any of them, but I would like to let them know that I have appreciated every single one of them.

I would also like to thank all of the senior public servants—the 'bureaucrats', as Patrick described them—who have supported my term as a minister. I think we are very lucky in our state. We have very honest, hardworking, intelligent, committed public servants right across the board who put in an absolutely enormous amount of effort on behalf of the citizens of our state. They listen to what we tell them and they agree and obey what ministers or governments tell them. They do not always agree with what we are doing, but they do their job and I honour them for doing that.

I would also like to thank my colleagues here in the caucus, particularly my former cabinet colleagues, members of my sub-branch and supporters of the Labor Party generally for giving me this enormous opportunity to serve in this state. If it were not for the Labor Party, I certainly would not have had this opportunity. There is no way, unlike some of our colleagues over there, I could have succeeded here as an Independent. I will just be forever grateful to the Labor Party. I congratulate the next generation of Labor leaders who have emerged and are emerging and who will take our great party into the future.

I would also like to acknowledge the parliamentary staff here. All of the staff—and I will not go through the various categories—please just accept how much I appreciate the service and the support that you have provided me. Every time I have needed something, there has always been somebody there who can help, right across the board. You have always been very courteous, and I value you for all of that.

I would also like to thank my voters. As the Premier mentioned, the first time I had an opportunity to put myself before them, they rejected me, but I did not reject them. I was able to return and have had good support from my electorate over the terms that I have been in here. None of us can succeed, of course, unless we win that vote every four years.

I was helping do an annual performance review of a person today, and the person said to me, 'When you do these?' I had never seen one done before properly and I said, 'That was really good.' She said, 'When do you get to do this?' I said, 'Every four years. Every four years, I go through this process,' but no more. It is a tough process for anybody to stand for election, whether they win or not. It is a tough process to put yourself before the people and have a decision made about you.

Can I also thank members of the community—not necessarily in my own electorate but in the areas where I have had portfolio responsibilities—who have lobbied me, talked to me, given me guidance and given me support, help and knowledge about how our community works. It is one of the great privileges, I think, to be a member of parliament, and to be a minister in particular, because you understand or you learn how your community works in a way which is really incapable of being understood from, I think, any other perspective. It goes to the point that the Premier made: what a great honour and privilege it is to work in this place.

To South Australia, my adopted state, I thank you enormously. I have always loved this state. From the moment I arrived here as a 24 year old, I have just felt at home in a way that I could never have felt in New South Wales, where I grew up. No, I would not have been in the New South Wales parliament for love or money if I had stayed—maybe for money, of course, that is a different matter, but certainly not through any other process, I think, in New South Wales.

I have felt incredibly privileged to have the opportunities that I have had, and I am proud to have made a difference to this state in the time that I have been here. Mr Speaker, colleagues, my political ambitions have been satisfied. I leave with no regrets whatsoever, and I wish all of you well—every single one of you. I hope your careers all—well, not all of them, but I hope your careers turn out reasonably well!

I will just say something that I want to say, I guess, more formally. I think our profession is an honourable profession, and we need to encourage honourable men and women to stand and serve in here. All of us in parliament, and in the media in particular, need to treat each other and this institution with respect, if we are to attract good, fit people in the future to follow us.

I lament the way this institution and the servants of this institution are treated in the broader community. I just think it is really catastrophic to the good governance of our society the way leadership is treated in our community, and I do not know what we can do about. I guess it might start here if we learn to treat each other a little bit better.

Finally, I want to finish with a quote. This is a quote that Andrea found in one of the books she read, and it is from Lady Astor, who was a Tory member of the House of Commons. These are the comments she made in 1945 in her valedictory remarks, and I finish with these. She said:

I'll miss the House, but the House won't miss me. It never misses anybody. The House is like a sea. MPs are like little ships that sail across it and disappear over the horizon. Some of them carry a light. Others don't. That's the only difference.

Honourable members: Hear, hear!

[Sitting extended beyond 18:00 on motion of Hon. J.W. Weatherill]

The Hon. M.J. WRIGHT (Lee) (17:50): I would like to take the opportunity to thank the Australian Labor Party for giving me the opportunity to serve; it is certainly a great privilege and a great pleasure to do so. Incidentally, I was selected by the Labor Party on two previous occasions before coming to this parliament: one was in 1985, when I was teaching in Kadina, in the seat of Goyder. I think, at the time, Goyder was the safest Liberal seat in the state, and I remember John Meier coming into the staffroom on the Monday and saying how 'very worried' I had him, so that was a bit of a fun exercise. Then, of course, in 1993, was the electorate of Mawson, which was at the State Bank election.

In 1997, I was lucky enough to be selected by the Labor Party for the seat of Lee, and I would particularly like to thank Bob Sneath for his undying support. I have received great support from constituents; they have always given me the chance to work with them to find solutions. Whether it be individual constituent issues, Housing Trust issues, cadmium, roadworks, recycling depots, sand dunes or the coastline, I have always been given the opportunity to work with constituents to bring about solutions, and that has been a great honour. The people of Lee have elected me on four occasions, and I would like to thank them very much for their support.

To all of the volunteers who have helped with letterboxing, doorknocking, putting up posters and handing out how-to-vote cards on election day, a very big thank you. I would like to acknowledge the following people: Geoff Baynes, Peter Campaign, Peter Bicknell, John and Pam Woodburn, Andrew and Yvonne Sincock, Terry and Sue Buxton, Antonia Polanco, the late Sid Southern, Giacomo Turle, the late Ron Kinsman, the late Jim Poole, Greg Adams, Rod Parham,

Adelaide Abbott, Attilio Cavuoto, Ian Milnes, Bob Bastian, and Patrick Hansen. Without their support, you just simply would not get the work done.

There has been a lot of fundraisers along the way, and we have had a bit of fun. A big thank you to Syd McDonald, John Charlton, David and Ros Chow, Greg Fahey, David Basheer, the late Marty Miller, Bruce McAvaney and Joe Tripodi. To all of the people that have worked in my electorate office, we have had one common sense, and that is to serve the people as they come into the office, irrespective of where they live. The electorate office has really been one of the focal points of the local community, and a special thank you to Karen Abineri, Pat Bell and Aniela Kociuba.

It has been a great honour to be a minister. I was a minister for nine years and I was a shadow minister for three years. I was minister for transport; industrial relations; recreation, sport and racing; gambling; administrative services and government enterprises; finance; police and emergency services.

We achieved a lot in those nine years. Some of the highlights include: the 50 km/h speed limit, which resulted in less injuries, less deaths and a reduction in third-party premiums; \$100 million expenditure for the new state aquatic centre; reforms to shop trading hours; 300 more police; \$47 million in additional funding to response to the Black Sunday fires in Victoria; the abolition of betting tax turnover in the racing industry; and the reduction of 3,000 poker machines.

As the member for Kaurana said, you just cannot do it without the support and backup of your ministerial staff.

To Geoff Baynes, who was my chief of staff for seven years, a very big thank you. To Randall Barry, Michael Ats, Ann Westley, Peter Hoppo, John Bistrovic, who was also chief of staff after Geoff left for a couple of years, Kara Lee, Kimberley Stillwell, Nicole Jewell, Mandy Dunn, Penny Dayman, Jenny Dunstan, Jason Cameron, Adrian Katic, Erin Sneath, David Heath, Emma Cox, Nikki Coats, Kate Wright, Shannon Leahy and Nichol Thomas, a big heartfelt thank you for all of your support.

We used to really run a ministerial office where you had the political appointees and the public servants working together for the common good, and it is in no small part thanks to Geoff, who melded that staff together, then followed by John Bistrovic. We had a great ministerial staff; it achieved a lot. I would also like to pay a special thank you to Nick Alexandrides, who at that time was working the Premier's office. Nick was a great support, a great sounding board, and if there were any critical issues that we could not solve ourselves, Nick was the first person that we would turn to.

I would also like to acknowledge the public sector. As John Hill said, the public sector does a great job. I had many wonderful public servants who I was able to work with and get outcomes that were the government outcomes. Amongst others, Mal Hyde was a fantastic person to work with, along with Tim O'Loughlin, Paul Anderson, just to mention a few.

I would like to pay special recognition to my wife, Meredith, who has not only given me support and her love but has always been there, no matter what. She has been door-knocking with me, she has been to the street corner meetings, she has done the letterboxing and the how-to-vote cards. She has been to literally hundreds and hundreds of functions and never ever questioned whether she should be going or whether she would go. She has always fronted up. I love her very much and I would like to thank her very dearly.

To my two beautiful daughters, Alexandra and Victoria, they are making their own way now, but they have also been great supporters. I remember when I was standing for the seat of Mawson, Meredith used to come out doorknocking with me and we used to take Alexandra and Victoria around in the prams. I would be in a white shirt and a tie, and I think everyone thought that I was a Mormon. They slammed the door before I could tell them who I was.

I have had wonderful support from my wife and my two daughters, Alexandra and Victoria. I love them all dearly and I am delighted that they are here today. My parents: Mum and Dad always gave me great support. I wish Dad had been here longer to see me perform as a minister. He was at least here to see me get elected to parliament. They have both been great support. To all of my parliamentary colleagues: it has been a pleasure working with the people on the Labor side.

Members interjecting:

The Hon. M.J. WRIGHT: No, I'm going to come to them. We have had a close working relationship, and I appreciate the support that they have given me. I let them down with the WorkCover reform bill and I would like to apologise for that. That was clearly a flawed piece of legislation. Also, to my colleagues on the opposite side, there has been a lot of camaraderie go on, particularly since I have been Deputy Speaker. I very much appreciate working with you, as well.

To the media that I have worked with, I would like to acknowledge their presence and thank them for their role. To all of the drivers who have driven me: thank you very much. To the parliamentary staff, I will not go through them individually, except to say that you do provide a great service and we very much appreciate the role that you play, especially the Clerk and the Deputy Clerk for their help since I have been Deputy Speaker. I have really enjoyed that time, and it has been a pleasure working with both sides of the house. Could I wish my successor, Stephen Mulligan, all the best in the forthcoming election.

WORKERS REHABILITATION AND COMPENSATION (SAMFS FIREFIGHTERS) AMENDMENT BILL

The Legislative Council agreed not to insist on its amendment No. 3 to which the House of Assembly had disagreed; and agreed to the alternative amendment made by the House of Assembly in lieu thereof. The Legislative Council agreed not to insist on its amendment No. 4 to which the House of Assembly had disagreed, and agreed to the consequential amendments made by the House of Assembly.

ADJOURNMENT DEBATE

VALEDICTORIES

Mrs GERAGHTY (Torrens) (17:59): First of all I thank the Premier for his very kind words—thank you. I am going to take the opportunity in the final words that I am going to say in this place to thank people that I should have thanked a while ago, and I ask you to forgive me if I get a bit teary.

The Hon. L.R. Breuer: Don't cry!

Mrs GERAGHTY: Don't cry, that's right. First of all I want to put on the record my sincere thanks and appreciation to my staff who have been as much a part of my family as my children—my natural family—during what was a really difficult time just prior to and after the last election. Sadly, it was just a week before the last election when we found out that my husband, Bob, was seriously ill, and he then sadly passed away sometime afterwards. I have to say my staff were absolute stalwarts, and they cared for us and took on many roles, well above what you would expect staff members to do.

Here in my whip office, Carol Putland and Wendy Gee kept the office in really good order while I was trying to manage my own feelings, as the member for West Torrens has said, and it has been very hard to say to them that I am incredibly appreciative. Our deputy whip, Alan Sibbons, the member for Mitchell, I have to say was exceptionally highly regarded by Bob—he was incredibly fond of Alan and they worked together in the past. He did a magnificent job carrying on and making sure that all the things that were meant to happen in here happened when I just simply could not be here. I think we are all very grateful to him. I also want to thank Steph Key, who I know during that time gave Alan lots of good advice and assistance and still continues to give me good advice as well, and she is always willing to lend a hand, so thank you Steph; I really appreciate that.

My electorate office could not function without loyal and dedicated staff, and I am very fortunate that I have staff who care about our community as much as I do and love the work that we do within the electorate. To Gerry Kandelaars, who is now a member of the Legislative Council, and he was a magnificent support in my office; and to Suzan Kellett who works in my office, I place on the record my sincere thanks. Like Carol and Wendy they too kept on working to ensure that my constituents were well served during that difficult time, and because we are a very close-knit group they had to deal with the loss of Bob as well.

I also need to thank Glenys Kandelaars, who came into the office after Gerry left. As I said, we do like to keep our family close, and she has been a valuable and committed member of my staff, and I am really lucky that she changed jobs to come on board and join our office family. I also want to thank our very much-loved friends Robyn and Bob Donnelly.

Bob Donnelly took over the role of secretary of the CEPU after Bob died and, sadly, they are now dealing with their own difficulties. When we needed them they were just there constantly,

coming in and out of the house, making sure that I was still functioning reasonably well. Robyn used to come in with loads of food and sausage rolls, and I really appreciate everything that they did, and we most sincerely hope that Bob manages well.

To Bob's workmates in the CEPU, the AMWU and the FSU, and to my dear friend, Lyn Breuer, I thank all those people for the assistance they gave. Lyn would be on the phone to me at night very late; we had many late phone calls. I am sure we just walked around with bags under our eyes.

To my colleagues in this place and on the other side as well, I thank those colleagues for all the support and help that they gave and the good wishes. It was really appreciated and I think that I probably forgot to say those things. I think that during difficult times you know who your friends are and how dear they are to you and I would like to share that with you to say thank you.

I want to say to my son Anthony, and his son, my grandson Mitchell, thank you as well, because I cannot find the words to express to them how grateful I am that they have taken on so many different roles over this last term in parliament. They just stepped into a different role which I think is difficult for children and grandchildren to do, but they were magnificent. To my son Jason, and my daughter-in-law Karen, I particularly want to thank them for giving us our last grandson, Ned (Nathan Ermut Donnac Geraghty). He is starting school next year. He was the light of Bob's life and when Bob was really ill his little antics brightened up his day and made him feel amazing, so that was a great present that they gave us.

I want to say to my other grandsons, Vinnie and Lukas, that they are very much loved and we thank them for being part of our family. To our niece Toni, who is a special lady, I want to thank her for her generosity in standing in on the home front, sometimes quite often during this last term, and I think that is a testament to what is her lovely and bubbly nature.

Of course, without my Bob's support over the years I actually would not have been able to dash around my community in the way that I did, doing all the things that I wanted to do and without his patient listening skills, sound advice and support—perhaps I did not always take his advice and I have to confess sometimes I regretted that—I do not think I would have lasted for nearly 20 years in this place. It would have been lovely if he was here today, but that just is not the case.

As the member for Kaurana, John Hill, said, without supportive family, members of parliament could not take on all the roles that we do. We are not just a member of parliament; we are so many other things within the community. It is just amazing the roles that we take on. I am really blessed that I have had the support of my family—probably, like all families, long-suffering—but it is wonderful that they are always there to help us. I think they will be exceptionally grateful that I am retiring because they will no longer have to have to go out and put up election posters.

Members interjecting:

Mrs GERAGHTY: Well, they had to be asked. I think they got sick of the ladders and the brooms pushing them up and checking them and that, but yes, we can ask them again. Just a moment ago I had a text from my eldest son, Anthony, saying that he was a bit late going home to feed my dogs and I said to him, 'This is my last day in parliament today,' because I have not discussed that with him and he said to me, 'I bet the dogs will be pleased,' and I think he is right.

To all the staff in this place, and there really are too many to mention, and people would have done a much better job than I, I want to thank them for all the work that they do for all of us. I know we all appreciate their efforts.

I would like to mention John Moylan and Joy Cole, who were here I am pretty sure when I came in, who provided us with a most professional service and were always helpful and accommodating. I know there are other members in here who hold them in really high regard. I think it is with great sadness we can say that we do miss them, but I would like to thank them. I am sorry they are not here and we cannot do it personally, but I am sure we would like to wish them the best and happiness always for the future. In my first speech in this house I said:

From the day the by-election was called until this time I feel that I have not stopped running, learning, meeting people, attending to issues and getting results. I explained to the electors of Torrens during my campaign that I was seeking their endorsement for three reasons: first, because of my long-standing commitment to the people of the north-eastern suburbs; secondly, because of my belief in South Australia; and, thirdly, my hope that through my ideas, energy and skills I can contribute to this Parliament in building a better future for workers and their families and, indeed, all South Australians.

I believe and I hope that the people of Torrens feel I have actually lived up to that. I have certainly tried to. Here I am about to retire (well, March; it is still a way to go) and I still feel I am constantly running, but I have made so many friends in the electorate and it has been an absolute pleasure to have served these wonderful people. I have always said that I have the best electorate in the state. I have always said that because it is true. The electorate is full of delightful charming people, many of whom share their time with community organisations so that we can support and help each other and make our community the great place that it is to live in.

Working in a community constantly brings one into our school communities and I have been so fortunate that I have wonderful schools in my electorate. I have fantastic principals, teachers and staff and, of course, the parents and friends who come into our school communities as volunteers who go well beyond their normal role to provide opportunities for our children. I can honestly say that I have loved every moment I have spent working with my school communities. Some of the highlights of my days have been the interactions with students. Children tell you the truth. I might say that I have had some interesting and challenging conversations with sometimes quite small children and I have not won the discussions.

The Hon. J.J. Snelling interjecting:

Mrs GERAGHTY: I don't win much in here either. Members have many experiences and one that I am really proud of and one that always sticks in my mind was when I went to French Polynesia to protest over the French nuclear testing on Mururoa Atoll in 1995. It was an amazing experience. I am not someone who is necessarily frightened by events but I have to say that encountering the French Foreign Legion was the most frightening experience that I have encountered and one I will never forget. Some of them were very young men, but they were terrifying to look at. I have never seen a human being look so coldly at another human being, while holding these great big machine guns. So, I have to say that I looked at them and took off.

It is with some sadness that I say goodbye to so many people as their local member, but I know that for me this is the right time to do that. One must always have a fire in the belly to do this work and you have to be able to give 120 per cent. While I still have a great passion my fire has dwindled in the last term and I think that if I do not feel I can give that 120 per cent then it is time to let someone else take over the role. I am hoping that Dana Wortley will be elected in my place, because I know she has the passion and the commitment to give to the electorate of Torrens that will ensure my constituents are well served and listened to, because that is really important to me.

To my parliamentary colleagues in this chamber and in the other place, who over the years become friends—and we have had some great times, I think—I would like to say thank you. Thank you for some of the most interesting conversations we have had. I won't repeat them, but it has been a most interesting time.

To those who are retiring, like me, I hope it brings you an opportunity to sleep in late for a change and some time to smell the roses. Every room in my house has a clock, and the first thing I plan to do after 15 March is stop clock watching. I am going to donate clocks to others and I plan to spend more of my time with my family and actually get to know them a bit better than I might do now. I am going to spend a lot of time with my two beautiful dogs, who no doubt will enjoy having me around, because I am really a big softy and they con me into giving them food all the time. No wonder they are as big as they are now.

Finally, I have been incredibly fortunate to have this opportunity to represent a community in this place. I can only say it has been a great pleasure and an honour. I have also been fortunate to serve in a Labor government that I truly believe has been innovative and proactive and has done many things to improve and create opportunities that benefit all South Australians. This journey of nearly 20 years has been interesting, challenging, rewarding and sometimes difficult, but it has been worth every moment.

I have worked with some amazing, talented and interesting people—interesting is the key word—and I have learned a great deal. I don't think that's too bad for a coalminer's daughter. I will miss you all, but I hope to be able to catch up with you from time to time—on Thursdays we are planning to do that. For my very last words—apart from saying merry Christmas to you all—if I may use the term of the Speaker, the Terminator signs off.

SOUTH EAST FORESTRY PARTNERSHIPS PROGRAM

The Hon. T.R. KENYON (Newland—Minister for Manufacturing, Innovation and Trade, Minister for Small Business) (18:17): I seek leave to make a brief ministerial statement.

Leave granted.

The Hon. T.R. KENYON: I wish to provide further information to the house regarding an earlier question by the member for Mount Gambier. The VTT final report was handed down on 30 September and the surplus \$10 million from the South East Forestry Partnerships Program will be spent on implementing its recommendations. That is, the money will stay in the South-East to be spent in line with industry initiatives that promote a sustainable and profitable forestry industry. I will advise further on how the government will ensure this is achieved through the establishment of the appropriate criteria.

ADJOURNMENT DEBATE

VALEDICTORIES

The Hon. L.R. BREUER (Giles) (18:18): The room is emptying; the story of my life! I rise to speak for the last time in this place after 16 years, and I wonder where the time has gone. I am not going to give any advice or words of wisdom because I believe you can go one term too many. It is time to hand over to the young ones and, if they are all like my children, they know everything, so what can I tell them? It is a big opportunity, though, for me to have a go at everybody that has upset me, annoyed me or who I do not like, who I can't stand. It's payback time! However, why should I? Because really the last 16 years have been quite amazing.

What a privilege and honour to serve in this place. Would I do it again if I knew what I know now? Yes, I would. Absolutely, yes. I read my maiden speech last night and I was really quite impressed at what I said, and it has just gone downhill from there. It has been a privilege and an honour also to serve my electorate of Giles, and mine is the greatest and best electorate in the state. Mine is bigger than yours, member for Stuart. There are so many stories that I can tell, but time has prevented it. We were given 10 minutes by the whip, but the whip herself went over that, but I will try to cut it down because it is getting late and there are drinks upstairs.

What can you say about 16 years—16 years that have consumed your life and your family life? It has been perceived for me as a life of luxury. I know that people think that we live extremely well, that we are very well heeled, that we have all sorts of perks. All I can say is that I am looking forward to packing a case because I want to not because I have to. I am told how wonderful it must be to eat out so often—and to eat here. They don't know about the zucchini! I am really looking forward to having poached eggs at night for tea, rather than a gourmet meal and zucchini.

I am also told about the luxury accommodation that I stay in regularly, that I stay in hotels. Well, yes, I have stayed in a few nice hotels, but I have stayed in some others as well that have been quite choice. One particular one I stayed in (it wasn't a hotel, it was place with accommodation), and a dog—I hope it was a dog; I think it was a dog—had actually left a message in the first room, in the corner, so I did not sleep in that room. I went to the second room, and there was a message left there, also in the corner, so I did not sleep in that room.

However, in the third room the dog had left a message but somebody had cleaned it up, it was just the remnants, so I decided to stay there in that room. So, that was very classy, and that is the sort of classy accommodation I am used to. Another hotel I stayed in, I was not game to get up at night because of the cockroaches on the floor—so much for my luxury accommodation I have stayed in over the years in my electorate.

I have travelled about 100,000 kilometres every year. Toilet stops have been a major issue for me; they are a scourge for women. I know that other people are aware of my incident when I was caught by the *Indian Pacific*, which crosses the Nullabor four times a week. Four times a week, and I happened to be there—however, they won't remember my face!

Being able to do things for my constituents has been a wonderful pleasure for me. I know that unemployment in my electorate when I was first elected to parliament was very, very high. It has now been cut right down, and things are really quite good in Whyalla now. We have survived some terrible times, but we are doing very well now.

I have met many people in my time. If you have been to the outback, you know that there are just heroes and absolute legends out there. I have forgotten some of them, but I met so many. Trevor Wright, the sheik of William Creek, he was in here yesterday, and it was lovely to see him. I have done some amazing trips with him over Lake Eyre. I have seen Lake Eyre quite closely.

Adam and Lynn Plate up at the Pink Roadhouse at Oodnadatta, they are wonderful people. Lynn is living down in Adelaide now, and I said, 'I will come and have a cup of tea with

you one day,' and she said, 'Cup of tea, pigs arse; we're having a sav blanc.' That will be something to look forward to. Peter Allen, up at Andamooka, is a great mate of mine. It is a wonderful community is Andamooka. Alex Mendelssohn lives up there; he is a descendant of the composer and an artist extraordinaire. Bob Norton, 85 years old, has helped me for years.

Bill and Effie Korbels, in Coober Pedy, I have to say have been great friends of mine, very dear friends, and they have always helped me out when Labor has been on the nose in Coober Pedy, and that happens fairly regularly. One week you go there and you are great, and the next week you go there, look out. Bill and Effie have always helped me out and taught me a lot about Greek culture and about Greek food, too. There are other people in Coober Pedy, such as Sonia Mazzone from Umoona Aged Care—I often think of her as my other daughter. Of course, there are the wonderful residents of the aged care there, particularly the old ladies who passed away in recent times.

And Nimbula, my namesake—it was a great privilege to get the honour of that. Also, recently, I danced with her; she made me dance with her, the Dance of the Seven Sisters, at some celebrations. I told her I would not go nikit, but she said that I could wear a T-shirt, so that was good. I can remember that while I was dancing—and I am not a really good dancer; it is only slightly better than my singing—all I kept thinking was, 'Thank God my son's not here watching me.'

Other people—Robin Walker, Patrick and Priscilla Larkins from Coober Pedy, and Annette and Chris Dodd, from Oak Valley—have been great friends of mine over the years. Rosie Kite is a dear friend of mine in Whyalla. Up in Olympic Dam, there is a fellow called Kenny Lamb, who is a legend in the outback. He is a philanthropist. I think that he is one of yours on your side, but he has always been a great mate of mine. He has done some amazing work with Aboriginal communities and with Aboriginal people. He was with me when I went to Fiji.

He was actually doing some work there and I went over there to see his aid work there. He was there when I was proposed to by a chief in Fiji. I chose to decline because I didn't want to come home and tell my kids that they had a new father who was a Fijian chieftain. I was also propositioned by a young man while I was there. Poor old Kenny could never understand why I knocked him back. Kenny was a great mate of mine and he has done some incredible work.

There are lots of outback heroes there, who you really have to go and meet to understand what I am talking about, and I know that there are people here who do know what it's all about. I was there with my driver—I'm not sure where we were—and we were driving along, and we pulled up, and there was a car there with a flat tyre. The old fellow who was there said to my driver, 'Can you help me with my tyre? Can you get it for me? My daughter is too fat to get under that car.' So poor old Gary had to do that.

Another time there was another family who was stranded at Tarcoola, and we stopped to give them some water. He said, 'Oh, my brother's been here but he's gone to Tarcoola for a drink.' And I thought about it, and I thought Tarcoola is about four hours west. It must have been a good place for a drink. When I went back there to get one, the pub was closed. I do want now pay tribute to some of the most important people in my life who have helped me through my journey in the last 16 years. Gary Hough, my driver for 11 years—we both got the booby prize when we got each other, but 11 years later we are still together. He reckons he is entitled to half my super; I tell him he's dreaming. He's looked after me far better than any husband ever did.

Members interjecting:

The Hon. L.R. BREUER: Absolutely! I probably saw more of him than his wife ever has in the last few years. He has done things like nearly kill me on a big red sandhill up in the Simpson Desert. We were going through the Simpson Desert. He tore up to the top of that sandhill, and I nearly died—we nearly went over the top. He swears that he saved me by stopping in time; I said he tried to kill me. Another time he was attacked by a crocodile at a waterhole, which turned out to be a catfish.

He's also known as a lover of goats, but we won't go into that. But, what I want to say about Gary is that he is the epitome of a good driver. Another member was talking today, saying that your drivers are just amazing people, the way that they look after you, the work that they do. And anybody who's ever had a driver will understand what I am talking about, and if you have had a bad driver you'll really know what I'm talking about. Thank you, Gary. He has done an amazing job over the years, and it will be like a divorce.

Tracy Robinson has also looked after me and my office for most of my time there. Her family has been involved in it all is well—Peter, Mark, Dale and Ben. Tracy is like my right leg—I can't do without her. Sherie Lamb was a former student of mine, and she has been a single mum like I have been for many years. She is our IT specialist. She has been extremely loyal to me and it is lovely to have her here today.

Linda Hall, she wanted to retire years ago, but I made her stay; so she's hanging out for 15 March. She would talk underwater, that lady. Josie Hudson, who worked for me while I was here—you all know Josie. She still gives me a bit of help and advice every now and again. Pat Toomer was the life of my office for many years, a very good Mormon lady, but she is a legend for her antics on the night of the 2006 election, when she had to be taken home by my son.

Ryan Sutherland was my first trainee. I have had many trainees, and your trainees are the light of your office quite often. I always say Ryan Sutherland was my worst trainee ever. She really gets upset when I say that, but Ryan, we absolutely loved her, and I am really proud that she was one of those trainees who went on and did something with her life, and she is doing really well. So Ryan I have always loved.

Of course Eddie Hughes has been with me for 16 years. It has been a love-hate relationship in that 16 years, but I know he'll do a great job if he succeeds me, when he succeeds me. If nothing else he will talk the caucus into giving in to whatever he wants. He will just talk them down until they do. And I have also taught him to swear so that he will keep our caucus in line when he is in there. So, good luck to Eddie.

I also want to pay tribute to the class of '97, those retiring members who you have heard from here today. We have been great mates. That group who was elected in 1997, I think we were special. We made some great changes around here. If nothing else, we got a whole lot of women's toilets put in because so many women were elected; so that was one change. I think we changed this place forever, because after we got in it wasn't grumpy old men anymore. There were a lot more women in here and things started to change, and I think it has been for the good of the place.

I have had friends and foes on both sides, but I particularly just want to mention two members on the other side (otherwise I will have to go through everyone): my mate Duncan, I love to have a beer with Duncan, and my mate Ivan. You have been special. There are so many others, like Vicki. I really like Vicki; she is dreadful in here, but out there she is wonderful. We enjoy her. There are so many others as well but, like I said, once you start singling them out everybody else gets offended. But I must mention Robyn Geraghty, dear friend and ally: thank you.

I have also had friends and foes in Labor Unity. I want to thank them for their support, and I particularly want to thank Reggie Martin for the great job he has done and the help he has given me, as well as Peter Malinauskas and so many others who have been there. It is good to be part of a team.

I want to thank the staff in this place. I do not want to single anyone out because we would go on forever. However, I do want to thank the two tennis balls sitting in front of the Speaker there. They have done a great job over the years. When I was Speaker I would look down on their heads and wait for someone to serve them—yes! There is also the Serjeant-at-Arms over there; he was always good at calming me down when I was in a panic. So thank you to all of you.

Then there are all these other staff who work here. We do really appreciate what you do, and we know that this place could not run without you. I do not think you get recognised enough, so whether you be catering staff (and it is good to see some up there), Hansard, committee staff, chamber staff (and I am glad to mention Joy and John), the library, the cellar, travel, whip staff (particularly Caroline and Wendy, thanks to them), all of you are wonderful. You all do this amazing, professional job, and you do it so quietly. Most of the time we do not see what is happening, but I thank all of you. You should be recognised for what you do.

I am really sad at what has happened, what I have seen over the last 16 years: how we are held in contempt as MPs. It was not like that when I came in; we had some respect, but we seem to be held in contempt now by the media, people out there, the public. I am sad that is so, and I hope it changes, because MPs are hard working and dedicated. Some are eccentric. We have had many characters in here, and there have been some highlights. One of our former Speakers gave us some very interesting insights into ducks in Macau as well as how he dealt with an injured mate at some stage. We have had some very eccentric characters.

Finally, I want to thank my family. Tim and Kate grew up in politics. At four years old they were handing out pamphlets at elections, etc.

The Hon. A. Koutsantonis: They started late then.

The Hon. L.R. BREUER: Not like your daughter. Despite having an absent mother, being dragged up really rather than raised, things like being forgotten at child care, they have turned into wonderful people and they are my greatest achievement. I am very, very proud of them, and it is lovely to have them here today. Tim's extended family Kylie, Josh and Tennyson have also been a great support. My parents were Keith and Ruth Raymond, and I used to sit at the table and listen to my dad and his brothers and his father talk about politics. They were Cornish miners so, of course, it was Labor politics, but it was a great upbringing and it made you really think about life and what was important in life.

There is my brother Gary and his wife Sue Raymond, and my gorgeous nephews Dale and Brad. Without my family I would not have been able to do what I am doing; they have been a great support for me. There has been another special person who has been a rock for many years, and I want to thank them also. They provided that essential support network for me.

What have I done? I do not know; who knows what you do? My greatest honours were being the first female Speaker, of course, and also getting my Aboriginal name and becoming a Yankunytjatjara woman. Beyond retirement, who knows? I know I have been pretty outspoken in this place; too bad, I am from the bush and we say it how it is. I have always done that. It goes without saying that Aboriginal communities have been very dear to my heart and I hope that my great mate Duncan will carry on, as he said today.

I do have the best electorate in the state. In my maiden speech I said that I had the best electorate in the state and I would do all in my power to live up to the role of a local, very local, member and do my best for the battlers in Giles. I hope I have done that.

I cannot wait to say to those who get to me, when I am at a function—well, I will not have to go to functions any more—you know those people who, when you are at a function come up and start to tell you something. You smile and you nod your head. I cannot wait to be able to say to them 'Please leave and be quiet.' Knowing me, I probably will not say it quite as politely. However, I do want to thank all the electors in Giles for supporting me for so many years. It has been a wonderful journey and it has been a privilege to serve them. I also want to say 'thank you' to everyone here. Palya.

Ms THOMPSON (Reynell) (18:35): I am very pleased that I am following the member for Giles who has got everybody a little bit agitated and—not enervated, a bit more—

Members interjecting:

Ms THOMPSON: —energised. Thank you, member for Ashford. It has been a long time for everybody sitting here and I thank everybody who is able to stay until the end of my remarks, particularly the nine members of my family who are here today; two of them who are here have come over from Melbourne especially to share this occasion with me. I thank them very much.

I started my inaugural speech by referring to the privilege I felt to be standing there and thanking the people of Reynell for the confidence they had shown in me and pledging to uphold their trust. I thank them still. I feel that privilege today and have worked throughout to uphold that trust. In this, I have been helped by many people, such as my staff members over the years. There have been many, some of whom have gone on to positions of influence in different areas.

It is impossible to name them all, but I want to especially thank the first—Jo Carlisle—and the last, Penny Gregory. They were called things like 'office manager' and 'personal assistant', but really they were 'Gay managers'—quite a challenge. They are remarkable people who worked with me to meet many challenges. Penny came with me all the way to the Supreme Court, fighting against some of the most influential hoteliers in Adelaide. I do not get Christmas cards from a whole stack of people any more. We were in opposition to the location of a pokies parlour in our community, and we won.

I also thank my volunteer staff and the students on placement who have enabled me to do much more for the people of Reynell than would otherwise have been possible. I thank my fellow caucus members for the camaraderie, the debates and the experience of taking on a range of roles in the parliament and on committees. I particularly thank the whip for managing things and being so understanding when we had commitments that clashed and for enabling us to juggle our personal

and political lives. I thank the Labor Party for supporting my preselection, and especially today I wish to thank the Premier for his very kind remarks.

I thank all the staff of Parliament House, including the many committees I have enjoyed working on, who make our lives much easier. Special thanks go to the catering staff who on many occasions have been more vigilant than I in ensuring that I do not eat anything that does not agree with me. I thank them for introducing broccoli to the list of vegetables served.

Ms Bedford: Hang on a second: they had help.

Ms THOMPSON: They did. They were reminded well by the member for Florey, and. I hope that a reform of the next parliament is to get rid of the wet zucchini. I thank my drivers over the years. All of us who have the privilege of being supported by drivers know we see more of them than our partners, and they often bear the burden of our defusing or anxiety so our partners do not get the worst of our frustration. I thank my family and friends, who have reorganised commitments, done my share of family work and, most importantly, been another source of grounding and insight. They help to put big and small adversities and victories into perspective.

When we are elected to parliament I do not think either we or our families really understand exactly what we are letting ourselves in for. In my case, not only did I embark on a new career but on a new relationship with my partner, John. It has been a challenging time for him and his support and understanding has been invaluable. We now embark upon a new stage of our partnership, and I am very excited about this.

I thank the people of Reynell, and especially the educational leaders—professional and volunteer—who have joined in my quest to use education to address the imbalance in privilege in our community. Looking back at my inaugural address, the main theme was the role of education at all levels to address inequities and to give children a chance for better lives than their parents.

It is also important as a means to provide a second chance to those many people who work as care attendants, cleaners, construction and manufacturing workers, retail workers and more whose valuable work keeps our community going but whose bodies often pay a severe toll. They need new careers and often the chance to take advantage of higher education in a way that was not available to them in their youth. I am very proud to see the great progress the Labor government has made and continues to make in these areas, especially through the ACE program, Skills for All and our year 12 retention rates.

I have often been humbled by the way constituents put their trust in me and my staff on a personal issue. Often the services we have been able to organise for them are because they have told us important elements of their story that they did not or could not tell anyone else. With the full picture, they have received a service or justice to which they were entitled. I will miss all these things.

I also want to speak of my joy at seeing the younger women who have entered the parliament on the Labor side: the members for Hartley, Bright, Taylor, Port Adelaide and Ramsay are skilled, insightful, compassionate and realistic. They offer great hope for our state's future, especially with the guidance of the senior women who will remain. I hope my classmates have made it a little easier for you, and I am pleased that they will be joined by another skilled woman in my successor, Katrine Hildyard.

In this regard I also wish to commend our male colleagues on this side. In general, they have become much more used to listening to women's voices and recognising that our perspective is sometimes different but equally valid. I do not claim that we have yet reached nirvana but I do think our governments have been better because of the active participation of strong women and the readiness of the men to listen to them.

In conclusion, it has been an amazing experience, one which my father, Francis John Malone—I promised my family I would not cry today because I did that last night—who worked as an apprentice plumber on the gutters of the Legislative Council, or my grandfather, Terence Malone, who in 1931 proposed a toast to the parliament which was recorded in the annals of *The Mail*, could not have envisaged.

Interestingly, it was my maternal grandmother, Lynda Elizabeth Doherty (nee O'Brien), who was the first person who said anything that indicated that I could aspire to parliament. Mind you, she said that in the context of hoping that I did not, but at 22 the thought had never crossed my mind. My mother, Mary Loyola Malone, who followed in my footsteps to be a union delegate, would

have not been surprised and would have been very supportive and proud of my achievements here.

I wish all my colleagues on this side well in the forthcoming election. They all deserve to return and I look forward to joining them on Thursdays for lunch. My thanks to everyone for the privilege I have enjoyed and the support they have given. Special thanks again to my family members and my adopted family members, so many of whom are here today.

Honourable members: Hear, hear!

The SPEAKER (18:45): I offer my gratitude to all who make the parliament function as it should. The Clerk and the table staff have generations of experience between them. Members of parliament come and go but the clerks are with us always, remembering relevant precedents that MPs have forgotten even if they were members at the relevant time.

For 24 years I have been grateful for the work of Hansard, making us read much better than we sound. For all those years they have been repairing solecisms, split infinitives, disagreements in number between subject and verb, mispronunciations, anacoluthon, catachresis, barbarism and bulldust.

My thanks go to parliamentary counsel who turn MPs' ideas for changes to the law—some sane, some harebrained—into logical bills and turn the camel of a deadlock conference compromise into a horse that can gallop. Gratitude is owed to the attendants who must sit still and listen to our monotony for hours on end and who respond generously to our requests.

I thank the protective security officers and police who protect us from those who would do us harm. The library staff guide our literary tastes, find the half-remembered long-ago fact or tell us that our fond recollection is wrong, and provide the research that makes our speeches plausible. The catering staff supply us with delicious and nutritious fare in silver service surroundings. The finance and management staff make sure our pays arrive on time and correct weight and keep the house functioning. I thank the building services staff and those who keep watch through the night. I thank our drivers who must rise early, drive under pressure owing to the tardiness of their passengers, stay awake into the early hours, and who are so discreet.

I offer my gratitude to the electorate officers and trainees who must, usually in our absence, bear the brunt of our angry and sometimes vexatious constituents and who try to find ways to make us appear diligent, conscientious and worthy of re-election.

I thank the member for Lee in particular for being an able deputy speaker and for occupying the chair for hours after question time each day. I thank my assistant Josie Hudson for making the Speaker's office run smoothly. I thank the house for its forbearance and goodwill. I wish you all a happy and holy Advent and Christmastide.

Honourable members: Hear, hear!

The Hon. J.J. SNELLING (Playford—Minister for Health and Ageing, Minister for Mental Health and Substance Abuse, Minister for Defence Industries, Minister for Veterans' Affairs) (18:48): Very briefly, I offer my thanks to all those within the house for the roles they perform in making our parliament work. I start by thanking you, Mr Speaker, and the honourable member for Giles for the superb way you have both performed the roles of Speaker during the term. I thank all the staff here in Parliament House as well as Hansard, the Parliamentary Library, catering, building staff, finance manager, parliamentary counsel, and all who work to make sure we have a functioning parliament. I thank our retiring whip for the miracles she has performed and also her deputy whip, the member for Mitchell. I wish her the best for her retirement and I thank her staff, Wendy Gee and Carol Putland.

I am very proud of the government's achievements. I would like to thank those ministers, government members, chiefs of staff, advisers, administration, electorate office staff and drivers who have worked so hard, not only over this year but over the past 11 years of the government.

I particularly would like to thank my ministerial and electoral staff. I would like to thank our families, and I would like to thank the member for Torrens, as already mentioned, and the members for Giles, Lee, Kaurna and Reynell for their service to the Labor movement in the house, as well as the Hon. Carmel Zollo, who has served for many years in the other place. I wish them all, together with the member for Schubert, the best in their retirement.

I would like to thank all members from all sides of this place and the other place for their hard work during this session, which will be prorogued on 13 December. Finally, I wish everybody a

safe, happy Christmas and festive season. I look forward to seeing everyone anew, with returning members from this side on this side of the chamber next year.

Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (18:50): I conclude, sir, by wishing you a merry Christmas and trusting that I will beat your primary vote at the next election—see you next year.

At 18:51 the house adjourned until Tuesday 17 December 2013 at 11:00.