

## HOUSE OF ASSEMBLY

Tuesday, 1 December 2015

The **SPEAKER (Hon. M.J. Atkinson)** took the chair at 11:00 and read prayers.

**The SPEAKER:** Honourable members I respectfully acknowledge the traditional owners of this land upon which this parliament is assembled and the custodians of the sacred lands of our state.

### *Bills*

#### **HEALTH CARE (MISCELLANEOUS) AMENDMENT BILL**

##### *Second Reading*

Adjourned debate on second reading.

(Continued from 28 October 2015.)

**Dr McFETRIDGE (Morphett) (11:02):** I indicate that I am the lead speaker in this chamber for this piece of legislation, and indicate that the opposition will be supporting it; but in the true tradition of our upper house, there may be some revisiting of the legislation, and there may be some necessary amendments that will be put to the government.

The Health Care (Miscellaneous) Amendment Bill 2015 seeks to regulate stand-alone private day care procedure centres (DPCs) through various licensing arrangements and setting standards of construction, facilities and their arrangement. At present South Australia and the Northern Territory do not regulate stand-alone DPCs.

The state government issues licences for private hospitals under part 10 of the South Australian Health Care Act 2008. Currently, private DPCs must be issued with a provider number by the commonwealth Department of Health to be accredited against the National Safety and Quality Health Service Standards (NSQHS) and be declared a hospital pursuant to section 121- 5(6) of the commonwealth Private Health Insurance Act. The stakeholders broadly support the bill and the state government regulation of DPCs.

We all know, I think, that there has been substantial growth in the sector of DPCs, day procedures, and going in to have day surgery and having a day procedure is becoming very common. In fact, in his second reading speech the minister listed some of those procedures and I will just read from his list to emphasise the fact that there is a broad spectrum of services being offered now in day surgeries.

They are plastic surgery; reconstructive and cosmetic surgery; ophthalmic surgery; endoscopy; ear nose and throat surgery; fertility treatment and family planning; dental and oral maxillary surgery; renal dialysis; cardiac treatments; oncology; chemotherapy and radiotherapy; urology; paediatrics; orthopaedic surgery; general surgery; and mental health treatments. There are currently 30 stand-alone private day procedures centres in South Australia that have been declared as 'day hospitals'.

The growth in admissions has been spectacular by anybody's standards. Between 2001 and 2012 the number of private day surgery beds increased by 68.5 per cent, and the number of people having treatments—the numbers of separations, as they call them—increased by 115.6 per cent. That is a national figure, and our share of that is 8 per cent; so, the numbers would be a proportion but the percentages, I would imagine, would be about the same.

Certainly all of us in this place probably will experience or will have a family member or somebody experience a day procedure. With modern anaesthetics, modern sedation, the quick turnaround is something that we can look at, we can focus on, in terms of improving the turnover through our hospital system.

The hospital system and Medicare was designed for mainly accidents and illnesses with a high emphasis or a real regard to people staying in hospital for a long time. That has changed dramatically, and that is where we need to look at where we are going with Transforming Health to make sure that we do not only acknowledge what is happening but also to ensure that there is capacity in the system to cope for all those people who do need to stay in for longer procedures or if there are complications.

The legislation itself is relatively straightforward. The government believes that, by licensing stand-alone and private DPCs that provide a range of measures, this will not only increase the ability for South Australians to access DPCs but also ensuring the specific licensing conditions which ensure the safety of patients and that the standards which we would expect are put in place.

It is a very broad area and a very expensive area. We have seen some changes just recently in some of our DPCs in Adelaide. I think that it will be an area that will continue to grow, and I think that we will be able to assist individual South Australians and the public health system in coping with the demand that is going to inevitably happen with so many lifestyle illnesses that we are seeing now.

There have been a number of concerns raised with the bill by stakeholders, and I will read from those concerns that have been provided to me by the Hon. Stephen Wade in the other place. There is a grandfathering position. The Australian Day Hospital Association (ADHA) and the Australian Private Hospital Association (APHA) have expressed concerns about the retrospective application of previous bills.

Ultimately their concerns were that if the proposed licence conditions are applied to existing DPCs then the financial viability of such facilities could be put in jeopardy without any demonstrable benefit. As previously mentioned, all South Australian DPCs are currently registered with the commonwealth health department and adhere to rigorous standards.

The government in large part alleviated these concerns with the amendment of section 89A(3). Under the proposed bill these licensing conditions will not apply retrospectively to existing DPCs. Such licensing conditions will only apply if existing DPCs alter or extend their premises or change the health services they currently provide.

However, the ADHA is still critical of the drafting of section 89A(3) as the standards of construction may still apply to existing DPCs and not solely to new DPCs. The ADHA suggests that section 89A(3) be amended, and I assume that that will be taken care of in the other place by the shadow minister for health. There is a concern of lack of accountability. The ADHA is also concerned that licensing standards and conditions are going to be established by gazette and will not be subject to parliamentary scrutiny.

The minister will have very wide powers under section 89A(1) and (2). Although the minister may adopt standard guidelines and codes he is not required to do so under the proposed bill. A suggested amendment by the ADHA was that the minister be required to liaise in good faith with the relevant industry bodies, such as the APHA and other bodies, before gazetting any standards.

There is another concern about the removal of the cap on the number of bed licences. This bill also seeks to remove the cap on bed licences which currently exist for the Adelaide metropolitan area. Currently, 5,169 beds are licensed. The ADHA has expressed concerns about the removal of the cap on bed licences.

Although it is their submission that they welcome more beds, and that this is the foundation of a competitive market, they are concerned about the financial viability of DPCs through lost assets. These bed licences are recorded as assets for many DPCs, and the ADHA is concerned that removing these licences/assets from the balance sheet may again put the financial viability of some DPCs in jeopardy. It should be noted that the ADHA has stopped short of calling for compensation.

There is another concern over the definition of 'a suitable person'. The ADHA is also concerned about the absence of a definition of 'a suitable person' whom the minister may appoint as an inspector under his proposed act. The ADHA suggests that an amendment be included which would require such persons to have relevant experience in the operation and management of private DPCs. This has been rejected by the government, I understand, on the ground that the existing

inspectors were appointed on the basis of their skills, knowledge and experience. However, the ADHA asserts that these inspectors primarily have experience in inspections of inpatient hospitals and not day care procedure centres.

There is also one further concern about the involvement of the public health service division. The ANMF, the nurses federation, and the ADHA have raised concerns about the definition of 'a prescribed health service' in new section 89, as it does not include the term 'local anaesthetic'. The concern is that DPCs which offer procedures under local anaesthetic or without a general anaesthetic will remain unlicensed under the proposed scheme, which may affect the willingness of health insurance funds to contract with these facilities.

If this occurs, it will be to the financial disadvantage of existing DPCs which offer these services and the privately insured patients who attend such a DPC. Both organisations suggest a simple amendment to the definition of 'a prescribed health service' under 89(a) to include the term 'local anaesthetic'. SA Health apparently has agreed in principle that procedures of sufficient complexity, even where only local anaesthetic is used, should be included by prescribed regulations.

With that, I will finish my comments and reiterate that the Liberal Party does support the bill. Most stakeholders support the bill, but there are some concerns, and I understand that they will be sorted out either between houses or in the other place.

#### *Parliamentary Procedure*

### **VISITORS**

**The DEPUTY SPEAKER:** Before I call the next speaker, I draw to the attention of the members the presence today in the gallery of our former colleague the former member for Newland and former minister, the Hon. Dorothy Kotz. We welcome her to parliament today with her very important visitors and hope that they enjoy their time here in parliament this morning.

#### *Bills*

### **HEALTH CARE (MISCELLANEOUS) AMENDMENT BILL**

#### *Second Reading*

Debate resumed.

**The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for Mental Health and Substance Abuse, Minister for the Arts, Minister for Health Industries) (11:12):** I thank the opposition for their support. I am more than happy to look at the issues that have been raised by the member for Morphett, and we can deal with those between houses.

Bill read a second time.

#### *Committee Stage*

In committee.

Clauses 1 to 7 passed.

Clause 8.

**Ms CHAPMAN:** For the reasons that have been set out in the debate, there is to be a removal of the bed cap, and I understand that. What I would like to know is: what is the definition of a bed? I appreciate that, essentially, when we talk about beds for the purpose of calculating staff and the like that it has a broader meaning than the physical instrument by which someone might sit or lie, but for the purposes of defining 'bed' can you tell me what that is?

**The Hon. J.J. SNELLING:** It is defined in the act. I am quoting from the act, which states:

hospital bed means the bed and associated facilities provided by a hospital for the provision of health services to a patient on a live-in basis;

I presume from that it would exclude a day procedure bed.

**Ms CHAPMAN:** If it does exclude a day procedure bed, which is, in essence, what I understand this bill is to accommodate for all the reasons that have been explained, why is it necessary to remove the cap? We are not dealing with in-house or whatever the description is.

**The Hon. J.J. SNELLING:** Simply because it is redundant. We do not need to regulate the total number of hospital beds that we have in South Australia. If the private sector, an NGO or a not-for-profit organisation wants to establish a private hospital, all I am concerned about is that it meets the various standards and expectations of care. I do not see it as my business or the business of government to be interfering in the market for hospital beds by setting a cap as to how many there can be across the state. At the end of the day, it will be the market that will determine what is the optimum number of private hospital beds. I do not think there is a need for government to be involved in that.

**Ms CHAPMAN:** For the purposes of licensing, is there going to be any requirement of the clinics to provide a facility other than a waiting room chair? I am moving on to the physical now as distinct from the definition for the purposes of staff allocation, etc. Under the granting of a licence for the clinics, is there going to be a condition for the physical provision of an amenity which is somewhere to sit or lie other than a waiting room chair?

**The Hon. J.J. SNELLING:** I think the member for Bragg might be confusing two issues. There are a number of components to this bill: one is to remove the cap on bed numbers; the second is to extend the legislation to day procedure centres, and Sportsmed is a good example. At the moment, while those day procedure centres are subject to the various national accreditations, we do not license them at a state level.

What we are trying to do with this legislation is extend that licensing to encompass these private day procedure centres as well. That licensing would be done on the basis of meeting the various requirements. If I understand the question correctly, you seem to be asking: if you are having a day procedure at a place that has been licensed under the act, would you have, as part of that day procedure centre, some sort of overnight bed as defined in the act? I think that is what the deputy seems to be asking.

**Ms CHAPMAN:** I think you are saying that the clinics, from a requirement or a conditional purpose, are regulated at the commonwealth level for them to operate. It may be that there is a provision that if they are providing a health service, including surgical intervention, as a day procedure there are certain things they have to do. They have to have qualified people present, they have to have some sort of resuscitation equipment—whatever the conditions are—and they may all be commonwealth requirements.

As I understand it, what you are saying is, 'Look, we do not get into that sphere,' and that is all nationally approved and accredited. So, if there is no state provision, can you tell the house, or obtain this information between houses, what obligations there are for the clinics to make provisions for the physical amenity of a bed?

**The Hon. J.J. SNELLING:** The purpose of this act is to bring those day procedures under our purview. At the moment, they are not, so the purpose of this act is to give the government the power to license these facilities. At the moment, while they are regulated in the commonwealth, we do not have any state legislation, the same way that we would for a private hospital with overnight. The basis upon which their standards are set is the Australasian Health Facility Guidelines. They would be the standards that we would gazette, and it would be on that basis that we would license these facilities under the act.

**Ms CHAPMAN:** Just to be clear, whatever the commonwealth or Australian guidelines standards are is what your government proposes to promulgate for the purposes of these standards to be imposed for these clinics to get a licence under your watch?

**The Hon. J.J. SNELLING:** Yes; that is correct.

Clause passed.

Remaining clauses (9 to 12) and title passed.

Bill reported without amendment.

*Third Reading*

**The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for Mental Health and Substance Abuse, Minister for the Arts, Minister for Health Industries) (11:21):** I move:

That this bill be now read a third time.

Bill read a third time and passed.

**GOVERNMENT HOUSE PRECINCT LAND DEDICATION BILL***Second Reading*

Adjourned debate on second reading.

(Continued from 19 November 2015.)

**Dr McFETRIDGE (Morphett) (11:22):** This is a welcome piece of legislation, if not somewhat overdue. It is going to amend the Government House precinct land dedication by an act of parliament, which is required. I was very interested to be at Government House last night, where one of my constituents, Wendy Higgins, was inducted into the Women's Honour Roll. I congratulate Wendy and her family on that; it is an amazing thing.

I was interested to look out of Government House across to the eastern boundary. There is a temporary fence up, the screening is up, and there is already a great big piece of earthmoving equipment in there. We have not approved the legislation yet.

Can I just remind the house what former governor Kevin Scarce said at a Proclamation Day ceremony at Glenelg, down in my electorate, about this government. He said that there are three things wrong with this government: there is no ministerial accountability, the executive ignores the parliament, and the public service has been highly politicised.

While we on this side are so strongly supportive of this particular development, I just need to point that out, because I have seen over my time in this place so many times that we are just seen as a rubber stamp. I know the Attorney-General went on for many years about us being a rubber stamp for the COAG. This parliament is not just a rubber stamp at the whim of the Premier and ministers.

I do not want to move away from the fact that this is a very good project. This project is going to allow the construction of a memorial walk, or an avenue of honour—it has been called a whole lot of things, but I think the official name is the ANZAC Centenary Memorial Garden Walk. It is a very valuable addition to the whole range of memorials we have across South Australia to remind us of the over 100,000 South Australians, I think it is—the minister might be able to correct me—who have been to war on behalf of this nation, this state and their communities.

It is really quite heart-rending to go to some of the smaller communities around South Australia to look at the monuments and read those half a dozen or dozen names from the 1914-18 war. The hole that was created in those communities is something we should never forget. That is why this project is one that is going to help everybody remember the supreme sacrifice that has been made by so many South Australians over the years.

The project is funded by a number of sources, including \$3 million from the state government and \$5 million from the federal government—and I had great delight in not quite twisting the arm but perhaps a Chinese burn is more like it on the wrist of the then federal minister for veterans affairs in Canberra a few years ago. I said, 'This is a project you need to back,' and he gave me great comfort in saying that the \$5 million that the federal government was in for was going to be provided. Mr Lindsay Fox, through one of the philanthropic organisations that he is involved with, played a great part in raising that \$5 million. So there is \$3 million from the state government, \$5 million from the federal government and also the Adelaide City Council has the final contribution of \$2 million.

The walk itself will go from the southern end at North Terrace, where the National War Memorial is, along Kintore Avenue. It is going to take up 10 metres of Government House land down to the Torrens Parade Ground. The Dardanelles memorial is currently situated over at South Terrace and Goodwood Road and was put up by the violet ladies in early 1915 to commemorate the courage and remember the deaths of those soldiers from South Australia who died in the Dardanelles. The

Dardanelles is the strait between mainland Turkey and the Gallipoli Peninsula. It was not known colloquially as Gallipoli then, or the Gallipoli campaign, and ANZACs had not been coined as a term, but it is the Dardanelles memorial that is there. I think that will be a very fitting monument to go down at the other end of this memorial walk.

I understand there has been a little bit of discussion about how much land was going to be used. Initially, I think there was a bit of an ambit claim for 40 metres, but it has come back to 10 metres. That does not affect the lawns at Government House at all. It does not affect the use of Government House. It does not affect the ambience for the number of ceremonies that we all go to over there. I had the pleasure of being at the St John Ambulance awards there the other day with a number of members from this place to recognise the effort that is put in by St John Ambulance volunteers. That event was on the lawns on the eastern side of Government House, and that will not be affected at all by this project.

The monuments that are to be placed along the memorial walk are not for individual sections or battalions—I know the minister will be able to speak more on this—but for particular campaigns. As I understand it, it is not about individuals but it is going to be about particular campaigns. I think it will surprise South Australians the number of campaigns we have been involved in. I have said it before and I will keep saying it, as long as I am the shadow minister for veterans affairs, representing this place and as a proud South Australian: we should never, ever forget the sacrifices that have been made over many, many years, whether it was in the Boer War, the Crimean War, World War I, World War II, Korea or Vietnam—so many conflicts where South Australians put themselves in harm's way for this country.

This is a good project and I look forward to it being completed. We had Sir Eric Neal speaking at a function I was at last night. Sir Eric was talking about this project and he has been one of the driving forces behind it, as Chair of the Veterans Advisory Council. I understand he is staying on until the project is finished. Last night, he was telling me that the hope of everybody is that it will be finished for ANZAC Day next year. I hope it is.

We talk about the centenary of ANZAC (1915-2015), but this project is also about the centenary of World War I. It is a good project; it is a great project. In this place you see a lot of argy-bargy. The kids come in to watch question time and they think that we are at each other all the time. That is not the case. In veterans affairs and many other areas, disability, Aboriginal affairs, there are a number of areas where if you cannot be bipartisan about those sorts of issues, what can you be bipartisan about? This is one area where I can say without any doubt that there is complete bipartisan support for these projects where we remember our veterans. With that, I hope the bill passes very swiftly through both places.

**Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (11:30):** I rise to speak on the Government House Precinct Land Dedication Bill 2015 and in doing so disclose that I am a member of the Defence Reserves Support Council and a former member of the Torrens Parade Ground council. Let me first address the project which this bill is attempting to legally accommodate, namely, to remove the entitlement of the subject land to be within the domain of the Governor to accommodate a project which has been outlined.

It is not the project I personally would have picked as an ANZAC centenary event. However, I recognise that a lot of wise heads have got together in relation to this and money has been committed. My greatest disappointment is that, whatever our centenary project is, it should have been done and implemented and available in the centenary year. I find it quite disturbing that, as a state, we are behind the times there. However, it is going to happen. As the lead speaker, the member for Morphet, has pointed out, roadworks are underway, the bulldozers are in and it is all ready to happen. I do not think the Public Works Committee process has been completed in the parliament, nevertheless, we are quite used to that with this government.

I bring to the attention of the house the original 1927 act, which was an act to dedicate and reserve for all time certain lands as the Government House domain and as a site for a national soldiers' memorial. It has had some encroachment over the years. For example, as members are probably aware, in addition to the soldiers' memorial site on North Terrace, which is defined under this act, there is provision for the sanctity and protection of trees that were grown there to recognise—I think during Governor Roma Mitchell's time—the conflict pre World War I (I think a member of her

immediate family served during World War I). There is a French connection there and that has been immortalised in the growing of trees.

From time to time, we need to recognise that this is the house of the Governor, the Queen's representative. It is also an act to protect certain memorials that have been established. All of that is good. I would like to know as to how the land then vests, whether it remains crown land in title or whether there is to be any proposed transfer of title, because once it is out of the domain (under the act) the way I see it is up to the government to deal with it as it wishes. I would hope that it is going to remain in crown ownership but with some kind of protection over it. We are not passing an act to keep it protected for all time, we are passing an act relieving the protection of the government domain. I want that assurance from the government, that I do not come back in my retirement in 30 years time—

**The DEPUTY SPEAKER:** That long?

**Ms CHAPMAN:** That long, yes.

**The DEPUTY SPEAKER:** How old will you be then?

**Ms CHAPMAN:** I am just warming up.

**The DEPUTY SPEAKER:** Wrong question from the chair.

**Ms CHAPMAN:** Let me say that I do not want to see a block of flats alongside Government House. If the government is genuine about ensuring that this is a place that will remain a dedicated area, then so be it. However, the way I read the bill—and I may be wrong—is that it is going to be removed. It is not going to be added in to the site on North Terrace which is also currently protected under the domain legislation.

The other matter I raise in relation to process is that in reading the submission to the Public Works Committee it seems pretty clear to me that the purposes of this legislative process, as well as doing the walk, is more about the government connecting the city car parks with the Riverbank than it is about securing a dedicated road as a memorial area. I want to say that if it is the government's intention to have a walk which is going to be dotted with recognition and memorials of particular campaigns to which we have made a contribution in these conflict events as South Australians then I totally support them in doing so but I do not want to see a situation where we are going to have blue paint, pop-up bars, whatever else outside of ANZAC Day along this dedicated walk. So, I make my position quite clear on that.

At the moment, we have on ANZAC Day and important memorial events at the site on North Terrace effectively a closing of the road, people walk down after the service at dawn and we have some celebration usually on the Torrens Parade Ground, and that is an important part of those activities. I do not suggest for one moment that the government is going to interrupt those but there are another 364 days a year (or 365, depending on whether you are in a leap year) on which they can.

I want this to be a place of significance, a place recognising the centenary and a place of dedication to those who have made a contribution and, way past the current minister who has a personal history in this field. Any other donkey could hold his position in the future, and I want to make sure that this legislation is not going to be used as a party place for this government in the future and not be sold and not be taxed.

**Mr PEDERICK (Hammond) (11:37):** I rise to speak to the Government House Precinct Land Dedication Bill 2015 and note that this bill is to dedicate a portion of land from the Government House Precinct to become part of the site for the ANZAC Centenary Memorial Garden Walk. It has been acknowledged that these grounds have been legislated under the Government House Domain Dedication Act 1927. This bill when it becomes an act—and I am sure it will because the bulldozers have already moved in so we probably have to get the legislation to catch up to the works—will reflect the new boundary that is 10 metres west of its current location.

This project has been approved since early last year and it will symbolically link the state's principal site of remembrance, the National War Memorial on North Terrace, with the Torrens Parade Ground and the Pathway of Honour. The link will obviously signify remembrance and that is

symbolised by the National War Memorial service symbolised by the Torrens Parade Ground—and this is the site from which many South Australians in the past have left to serve the nation at war—and loyalty symbolised by Government House.

This project is tri-funded, and there happens to be \$3 million from the state government and \$5 million approved from the federal government, contingent upon the Adelaide City Council's \$2 million commitment. This ANZAC Centenary Memorial Garden Walk has been the preferred project for the Veterans Advisory Council to commemorate the centenary of ANZAC in South Australia. It is a unique opportunity to create a commemorative space in the heart of Adelaide and its memorial precinct. It certainly does represent a once-in-a-century project to complete harmony with the City of Adelaide, surrounding memorials, parks, gardens and the River Torrens, and I think it certainly will when it is completed be a flagship project that will benefit every South Australian and honour the ANZACs and all other service men and women who have served this great country. It will obviously contribute greatly to strengthening pedestrian connections between the city and the Riverbank.

The ANZAC Centenary Memorial Garden Walk will be located close to many of Adelaide's key landmarks and destinations. It will extend from one of Adelaide's main north-south pedestrian routes, Gawler Place, and connect strongly with Adelaide's most lively streets. It will also reinforce the identity of North Terrace as the cultural boulevard of Adelaide and open up a strong connection between the city and the River Torrens.

I note that previously this project has had the support of and been approved by the Public Works Committee. I am very pleased—and it is probably only because the work started before the legislation process—that the work has started on this project in the centenary year of ANZAC as we commemorate all the service men and women, the many hundreds of thousands who have served over the years and the many tens of thousands who have paid the ultimate sacrifice for us to enjoy the lifestyle we do in this great state and this great nation.

It is not just those who have paid the ultimate sacrifice. Certainly the returned men and women who suffer what is sometimes seen—well, it is not seen but unseen trauma—as post-traumatic stress disorder and similar illnesses pay a lifetime penalty. After service men and women have come back from various conflicts, it has been noted that many deaths have happened because they could not cope with life afterwards. I think we treated our Vietnam veterans more than shabbily after their service for this country, and some service men and women who have returned from the wars in the Middle East of recent times have also paid a high price that in the main is unseen.

As I have indicated in this place before, my brother served for 23 years and became a warrant officer at the end of his career. He served in Rwanda and Iraq, and he does not seem too bad, but I guess you never know. Certainly, I am aware of friends of his who, having managed to get past the military psychological doctors and perhaps do one tour too many, have suffered and ultimately the stresses of having served have cost them their family and, in some cases, their life. We do need to pay a great homage to the people who have served our country in any way, shape or form—whether it is here in-country or overseas, it is all an essential part of service to keep this state and this great nation safe.

In all the time I have been growing up there have been various troubles around the world. Currently, issues with Islamic State are again creating a powder keg in the Middle East, but this has essentially gone on for decades since World War II, and well before World War II there were plenty of issues in the Middle East. I praise our present service personnel for all their activities in regard to what they are doing in this world, and there would be a lot that we do not know about.

There are the guys who are unseen on the ground who are doing great work we never hear about—usually the SAS—and that is the way it should be. We do not need to know what they are doing, but I can assure you that they are keeping us safe and doing great work. They cannot even come home and talk about where they have been, and they cannot talk about it when they leave. It is that exemplary service that keeps this country safe.

We also have at least one naval vessel in the Middle East, and we have pilots flying there who do eight-hour runs and so they have to do mid-air refuelling. The skies are getting very busy in the Middle East around Syria and Turkey, as we saw the other day with the downing of a plane from



Russia. I am sure—and I hope so anyway, and I am sure they have—that the communications are worked out between all the countries whose pilots are flying in those spheres so that everyone can know where everyone is and act accordingly so that they can all stay as safe as possible in the skies. Yes, it is a war zone, but we do not need unintended consequences with the number of different countries that are involved in this war against IS, which includes our traditional allies as well as Russia's heavy involvement that has come in recently.

In regard to this bill, I think that this is a great idea that has happened here. I salute in my contribution the present Governor, the Hon. Hieu Van Le. It is interesting when you talk about his wartime experience when he was in Vietnam and how genuine he is about thanking the diggers for the very reason he and his wife are where they are today. It is a very moving story.

He is a great man. I met with him many times when he was the Lieutenant-Governor, and I commend him for his service. It just shows that there is opportunity. It does not matter where you come from, and many people in this great state should look to Hieu Van Le and realise what they can achieve in their life and, because of that, I think we would have a much better state and country.

I salute his support for this project and let's see that we can get it up and going because, obviously, there is not much of the centenary left of ANZAC. However, obviously, there will be commemorations for the next three or four years, especially in regard to the centenary of World War I—and it is a commemoration not a celebration because we lost over 100,000 service personnel who paid such a huge price.

I had a great uncle serve then and I have had uncles serve during conflicts ever since. As I said, my brother served for 23 years. We should never forget that just because you cannot see, perhaps, a physical injury or acknowledge someone's death from serving this country there are many demons out there. I salute all our service men and women.

**Mr WHETSTONE (Chaffey) (11:46):** I rise too to speak on this precinct land dedication bill. As a member of the Public Works Committee, I have watched with interest the progress of this project come to the table. As the member for Bragg has said, it is a project that is well warranted. It is a project that should have been a part of the Adelaide City landscape some time ago.

Some projects are underpinned by emotion, some projects are underpinned by a lot of points of view and a lot of interest groups, governments and the like, but this ANZAC Centenary Memorial Garden Walk is, I think, a walk that will complement the existing memorials that are already in place in the streets of Adelaide, particularly around Government House.

As I understand it, this bill will give authority for the realignment of the boundary so that the boundary can be moved, that 10 metre boundary movement. The works authority has already been given through the Public Works Committee, and, as I understand it, that is why the works have already commenced, and this is just about now giving the authority for the realignment of that boundary. Obviously, there have been initial plans put in place, initial drawings, concepts and different materials, and those different interest groups have always had different points of view.

The initial proposal was about a 40 metre boundary change, and that has been amended to the current 10 metre boundary movement, which has been endorsed by the current Governor, Hon. Hieu Van Le, who is quite proud of just what will be achieved on the ANZAC Centenary Memorial Garden Walk. I have noted that this project has been approved by the Public Works Committee. It did take a significant amount of negotiation, I think, for not only the current minister but also previous ministers and departments as well as, as I have said, the interest groups. I have seen the artist's impression of what the project will look like.

It features an interpretive wall made from local black granite, depicting Australian society through a century of conflict, and it is an open blade fence. Obviously it will maintain the privacy that Government House deserves, so it will not be a see-through or a walk-past fence to be able to look at Government House, but what it will do is give a sense of privacy both inside the grounds and on the walk. The interpretive drawings that I have seen I think are very fitting and they really do depict what this walk is about.

The fence along Government House on the Kintore Avenue boundary will have impressive features. The memorial will pay tribute to the 102,000 Australian servicemen and women who lost

their lives in conflict. As the member for Hammond said, it is not just about those people who made the ultimate sacrifice with their life in conflict, it is also about the people who returned with stories of conflict and scars, and what that conflict meant to them and what it has done to their lives and the impact it has had on their families and friends, and, just as importantly, it is about reflection.

This walk has been designed around three pillars of symbolism: remembrance, service and loyalty. I think that is quite fitting. The creation of the ANZAC Centenary Memorial Garden Walk is a unique opportunity. It has been described as a once-in-a-century project to have a memorial in the heart of Adelaide in the city's memorial precinct close to other landmarks. The memorial will assist in improving our understanding and awareness of Australia's wartime history and it will act as a lasting tribute to the South Australians who served our country in the armed forces, many never returning.

In closing, I also would like to pay tribute to the younger generations who in a lot of ways have not been impacted directly by conflict, but who are carrying the legacy of those people, their forebears, who paid the price—whether they were involved in conflict, whether they were home being a part of a service industry, or whether they were at home just comforting loved ones who were under severe pressure knowing that their husbands, their relatives, their loved ones were over there fighting for freedom and democracy for this great country. I think the dedication is needed for our younger South Australians, because they will carry the legacy and memories for future generations to come, and they will be the ones who will live that memory for the many who lost their lives.

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs) (11:53):** I thank members for their contributions. Can I particularly thank the shadow minister for ensuring the opposition's fulsome support for the measure. It is appreciated by veterans and by the three levels of government involved: federal, state and local. Can I also thank the members for Hammond and Chaffey for their contributions, genuine as they are; and I know they care very earnestly for the veterans in their electorates.

Some points were raised by the member for Bragg. If I may, I am not sure if it is the wish of the opposition to go into committee, I will try to pick up the points that she has raised. Firstly, she made the point that it would have been nice if this had been completed in time for the 100<sup>th</sup> anniversary of the ANZAC landings at Gallipoli in 2015. I agree with her: it would have been ideal.

When I became the minister for this portfolio, I found that this project had encountered a number of difficulties. It is a very complex project. It involves the approval of the federal government and their funding. There are processes that need to be followed there. It involved local government: the City of Adelaide. They have other ambitions for the precinct, and at various points during the process of negotiating this project it started to become more than it was intended to be. It started to become more of an urban renewal project than a veterans memorial walk, and I had to deal with that.

Then, of course, there were a number of agencies involved within state government, all of which had to be consulted—heritage, environment and transport. There were a number of agencies that had to be consulted. Finally, and most importantly, Government House was involved intimately. As members will find when they form government, when you have that many agencies involved, it requires quite a lot of delicate negotiation and that partly explains why the matter has taken a little bit more time than one might have hoped. In the midst of all of that, veterans themselves needed to be closely embraced.

Can I make the point that the Veterans Advisory Council needs to be commended, and I note the shadow minister has made that point. Sir Eric Neal, everyone on the VAC, the broader veterans community, the RSL, and other veterans associations, all of whom have been involved, need a pat on the back for the way they have approached this whole thing. Given the number of stakeholders, I think that partly explains why this project is here with us today. The important thing is to get it right and not to rush it. One of the first steps I took as minister was to ensure that we slowed this process down and got it right, rather than rush into it in a hope to meet some deadline that was self-imposed.

The other point raised by the member for Bragg had to do with whether the true object of this exercise was to link up car parks, I think she said, in the city with the Riverbank precinct. I think it is pretty clear from what has gone to the Public Works Committee and what has been put before us

that that is not the case. There would have been interests, particularly in local government, that might have liked to have seen this project become more of an urban renewal endeavour, but that is not what the project was conceived to be and I have resisted those from the outset as minister and made sure that we have kept to our knitting and got back to the basics of what this was intended to be, because these projects can easily go beyond scope and that often pops up and presents new challenges.

The member for Bragg also raised concerns about whether pop-up bars and inappropriate activities would be held in this precinct. I would refer her to a reading of the bill because the answers to her questions are contained in the bill itself, particularly clause 5 which makes it very clear that:

The care, control, and management of the ANZAC Centenary Memorial Garden Walk land is vested in The Corporation of the City of Adelaide.

The City of Adelaide will have control of the precinct. Of course, preceding that, clause 4 makes it very clear that the land identified in the bill:

...is dedicated for the purpose of being used as a site for an ANZAC Centenary Memorial Garden Walk and for incidental purposes, and the land is reserved for all time for those purposes and must not be used for any other purpose.

I think that is made clear. Again, in clause 6, the other question that was raised had to deal with title over the land. I think that is adequately dealt with in clause 6 where it makes it clear that:

...the Government House Domain land continues to be land dedicated for the purpose of being used as a site for the residence of the Governor and for incidental purposes, and the land continues to be reserved for all time for those purposes and must not be used for any other purpose.

I think it makes it clear that the intention is that this be a memorial garden walk and that the council will have control of it to a degree, but that the overall ownership of the land remains with the Governor. I hope that the member for Bragg has comfort that those concerns have been dealt with.

Can I say that, apart from the VAC and Sir Eric Neal (as chair of that body) needing hearty congratulation, I would also like to congratulate the veterans agency and Mr Rob Manton, who leads that agency, and his team, who have put endless hours into this. I also would like to thank DPTI and the officers of DPTI, who will have construction control and management of the matter, because they have been extraordinarily helpful. I would like to thank my colleague the Minister for Transport and Infrastructure and his team for their support.

I also want to thank Public Works Committee—the hardworking Public Works Committee, of which I was a member for a very long time. It is probably the hardest working committee in parliament, certainly far harder working than some of those other restless committees like Economic and Finance Committee, who do not do very much.

**The DEPUTY SPEAKER:** Order! No reflection on other committees.

**The Hon. M.L.J. HAMILTON-SMITH:** Of course—thank you, Madam Deputy Speaker, for pulling me up on that. I thank the Public Works Committee for their swift passage of this matter because I think that is very helpful indeed.

A number of members have raised the issue of privacy and security at Government House. I want to assure the house that the Governor is happy with the arrangements that have been entered into. I would also point out to members that from the White House, which is quite open and exposed, to Government House in Western Australia and the executive residence in Darwin and various other governors' residences which are extremely open to viewing, this is by no measure a compromise in any way of the security and privacy of Government House. I think it is quite a reasonable measure.

This is going to be a memorial walk. It is a memorial for all veterans. It will not be a memorial where individual regiments or battalions stake their colours and have individual memorials, as we see in other parts of the city. It is a memorial for all service men and women and also the families involved, remembering that this tragic story of World War I had an aftermath that affected very many families for very many years. It is going to be a wonderful commemoration of great sacrifice, but I think it will also lift up a wonderful part of the City of Adelaide.

I remember, when first becoming an MP, wandering along Kintore Avenue, whilst I was doing my MBA at the University of Adelaide, looking at that fairly unattractive street and thinking that one day we need to fix this street and make it all that it could be. I think that, through this gift from the people of Australia as a commemoration of World War I, we will achieve that goal, which is to make Adelaide an even more beautiful city for the descendants of those who served while, at the same time, commemorating those who paid the ultimate price.

In concluding, I again thank the opposition for their support. We do hope to see this pass through the parliament before the recess, if possible, as work is underway. If that is achievable in the other place, that would be a great thing and I think it would be welcomed by veterans everywhere. With those remarks, I close the debate and commend the bill to the house.

Bill read a second time.

*Third Reading*

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs) (12:03):** I move:

That this bill be read a third time.

**Dr McFETRIDGE (Morphett) (12:03):** I would like to thank Mr Rob Manton from Veterans SA for his contribution and the way he has worked with the opposition, particularly with me, during this project, and I look forward to being there when the ribbon is cut or whatever we do.

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs) (12:04):** I thank the shadow minister for his third reading remarks. As the bill comes through all stages, I want to finally, on behalf of the government, thank His Excellency Hieu Van Le. The Governor has shown outstanding leadership with this project. He, better than anyone, understands the suffering of our veterans, having fled, in terrible circumstances, a country that Australian soldiers sought to protect. Without his support and guidance, this project and bill would not be before the house. The government thanks him on behalf of all South Australians and veterans for his contribution to this wonderful commemoration.

Bill read a third time and passed.

**MOTOR VEHICLES (TRIALS OF AUTOMOTIVE TECHNOLOGIES) AMENDMENT BILL**

*Second Reading*

Adjourned debate on second reading.

(Continued from 23 September 2015.)

**Mr WINGARD (Mitchell) (12:05):** I rise today as lead speaker for the opposition on the government's Motor Vehicles (Trials of Automotive Technologies) Amendment Bill, noting that while the Liberals are supportive of the bill—which makes it easier to regulate potential future trials of autonomous vehicles in South Australia—we stress the importance of using this as an opportunity to bring jobs to and keep investment in South Australia.

The Liberal Party has been supportive of this, and we have been ready to pass legislation since March. The government has been dragging its heels in getting us to this point. The Premier promised the world when he prorogued parliament and restarted proceedings at the beginning of the year. There was a whole lot of fanfare; he promised to knock our socks off with things like time zones, driverless cars, and any other distraction that he could get his hands on. But it has all amounted to nothing. Again, the Premier has let South Australia down and our state keeps falling further behind the other states in Australia. In fact, in the Governor's speech, the Premier had the Governor say:

Our Motor Vehicles Act was written when the FB model Holden was being released to the market in 1959, and our Road Traffic Act two years later.

My government will reform both pieces of legislation, and also legislate for driverless vehicles which will revolutionise transportation in South Australia.

That was the big promise. There was no talk of jobs and no talk of improving the economy; instead, there was talk of driverless cars as a distraction. SA's unemployment rate is 7.5 per cent, Tasmania

is at 6.5 per cent, while nationally the figure is 5.9 per cent. South Australia is the worst in the nation. That is where the state government has left us after 14 years of Labor.

The recent CommSec report, which lined up the states' economic performances, was embarrassing beyond belief for the Premier and this government. South Australia is second-bottom on the table for economic prosperity. The CommSec commentary states a concern for South Australia's direction and makes it clear that Tasmania is getting ready to overtake us and sink South Australia to the bottom of the economic ladder.

How will driverless cars or autonomous cars help provide jobs? That is the question the government needs to answer—and they have not. Where will my neighbour find a job? Where will my friend find a job? Where will my cousin get a job in the new driverless car industry? They need jobs. South Australia needs jobs now. Where are they going to come from?

If we look back at the history of the autonomous and driverless vehicles, we can see that Japan, and Honda in particular, has led the way with this. Since 1986, they started getting involved in this technology and developing it from there. They have been doing it for quite a while. We know that Apple and Google have got involved, along with a couple of others, and they have been hiring automotive engineers for the past few years.

The car industry across the board, through companies like Audi, Mercedes and Volvo, has been developing in this area. What has South Australia done—what has this government done—to help produce more of those engineers to go and work in this industry? There is an argument that this industry has been bumbling along for a long time and that the government has dropped the ball. Perhaps if we were going to be at the forefront of this industry, we should have been in this space maybe five or 10 years ago. That is when the frontrunners were starting to move; we are just looking to play catch-up.

As it turns out, Honda's autonomous car expert, Yoichi Sugimoto, says that it will be at least 2030 before a car is completely able to drive itself. So, there is work to be done in this area. As far as the driverless vehicle is concerned, a lot of work has been done. What needs to be done is the work in vehicle to infrastructure, vehicle to vehicle and V to X as well—so, all components out there that are in the autonomous space.

This is where the work needs to be advanced. We need to really play some catch-up here in South Australia, and we hope the government pushes forward in this area. We are still yet to see any proposals, but it would be good to see them working with the universities and taking this forward.

What we have to do is work the technology with vehicle to vehicle, vehicle to infrastructure and vehicle to X (all other external factors), because this is where the advancements need to be made. In fact, my Commodore has a lot of autonomous features, so a lot of these features are already rolled out in a lot of cars around the country and around the world. What we need them to do is be able to talk with other vehicles and other pieces of infrastructure if we are going to advance this technology.

A couple of companies in South Australia have been doing some really good work in this space—I will talk more about them later—and they have been doing it for a long time, way before the government jumped on this bandwagon. We encourage them to keep doing their great work. We encourage the government to show South Australians where they are going to produce more jobs because, as we said, we need jobs and we need jobs now. The government has not put any skin in the game with driverless cars. They have just had a big showpiece, and we will talk more about the showpiece they had here in South Australia a little while ago. We will also talk about the fact that kangaroos were not safe while this was going on.

I have mentioned some of the universities in South Australia and they have been doing their own work, again before the government decided at the start of this year to bring this up as a distractive piece. I know Flinders University, UniSA and Adelaide University have been doing work. So too has Carnegie Mellon University, which has a campus based in South Australia, Monash University and RMIT in other states of the country. The government has not looked to purchase a driverless vehicle to keep working this technology, advancing this technology and advancing that vehicle to infrastructure, vehicle to vehicle and vehicle to external bodies type of work.

They have not looked at that and they have not purchased a driverless vehicle. As I said, they have not put any skin in the game.

Where are the jobs going to come from? In the US, Pittsburgh has made itself unofficially the hub of driverless cars. Their universities have produced a number of graduates who have now been poached and gone on to work with companies like Uber, Google and other big car manufacturers in the driverless car sphere, and on driverless car programs. What have we produced? Nothing to date, and there are concerns it is too late. As I mentioned, Honda has been in this space since 1986 and a lot of other companies are well advanced in this space, so catching up in the automated car industry will take a big, big catch-up phase. This is something the government really has to look at and move swiftly on, otherwise we will get left behind.

Potentially partnering with one of these universities that has already done a lot of work would be a very clever way to go, to catch up and use the work that they have done to put us forward and to put us in that space. Buying or building an autonomous vehicle would be another way to go to make sure that we can advance our learnings in this area and develop people who can filter into this industry. At the moment, we have a couple that have set up their own businesses—I mentioned Cohda Wireless and I will speak more about them in a moment—but we have not actually produced loads and loads of people, and the government has not actually outlined how they are going to advance this technology and how they are going to generate jobs, in particular in the immediate term where we need jobs.

A lot of questions are being asked: should we have started five or 10 years ago? Would that have put us in front of the curve and how much catch-up do we need? This government has no plans for jobs. In fact, the Steven Marshall-led Liberal team and our side of the chamber is the only one to put forward an urgent jobs stimulus package for South Australia. We are calling for some action, and we are calling for that action right now, because South Australia is in desperate need of jobs. We need to get relief for families. We need to cut the emergency services levy where the government is just ripping money out of businesses and families like you would not believe. Spend on productive infrastructure like building roads, which is vitally important, and of course doubling the blackspot road funding would be fantastic.

Reducing the tax burden on small businesses is another key to generating jobs in South Australia, which is what is vital to this state. Driverless cars are off in the future, as we mentioned. Companies like Honda and the like are saying 2030 and beyond, but we have a jobs crisis now in South Australia and we need to know how driverless cars are going to generate jobs tomorrow, like I said, for my neighbour, for my cousin and for my friends. People in our electorates need jobs in South Australia, because South Australia is falling so far behind.

We had the Driverless Car Conference here a few weeks back and there was a lot of talk and a lot of show and tell, but everyone is still asking: where are the jobs? They are also asking about the kangaroo, of course. It was unfortunate for the minister for that to happen in road testing some of this technology, and it was not ready. The look on his face was priceless, and even he can have a laugh about it. I understand it was a chuckle but the car was hurtling towards the rubber kangaroo and no-one was putting their foot on the brakes. Unfortunately, the rubber kangaroo could not hop and it was skittled like there was no tomorrow. Perhaps the job is as an undertaker for kangaroos. I do not know. That might be where the jobs are going to come from. It was incredibly unfortunate.

More unfortunate, and it has not been widely talked about in public—we do not want to set this industry back because we know the whole rubber kangaroo being run over incident has done a little bit of damage—but there was another incident that was not caught on camera where a car reversed over the small infant child rubber dummy. It was incredibly unfortunate to have those two incidents happen during the trial. I know the minister can, in good spirits, have a smile on his face, but it was unfortunate, it was a big setback and not ideal for what we were looking for in taking this industry forward.

We are very keen to see where the jobs are going to come from. As we said, there has been lots of talk, lots of show and tell, but the real concern is: where are the jobs going to come from? We also had a European car manufacturer come over and showcase its wares. We saw what the universities had to offer and the great work they have been doing. Again, it is work they have been

doing for a number of years now, long before the Premier jumped on the bandwagon with his big bold promise that was going to knock everyone's socks off at the start of the year. None of this is new, this is work that has been done for a while and it was showcased, as we said, during the driverless car conference.

I did mention the European company that came over. Volvo, of course, had a car trial on the Southern Expressway, and I thank the minister for getting me an invite along to that. It was nice to go and see. Interestingly, one of the cars had very similar features to what I currently have in my Commodore, which are some sensors that detect cars in the side mirror. If you indicate to change lanes those little sensors will flash to alert you that they have picked up someone in your side mirror.

There is cruise control, of course. That was the key feature and the key difference of this next step in autonomous cars. Cruise control has been around for a long time, it was, perhaps, phase 1 of autonomous cars; it was developed a number of years ago. The car that was showcased could actually sense the car in front of it, so it is almost cruise control in reverse. With cruise control we can set it to a constant driving speed; this one allowed you to back off and brake a little bit with vehicles in front of you. It was lovely to see.

It was disappointing that we did not have a Tesla car here or a Google car or even the Carnegie Mellon University car, which I know is in the states, I think it is a Cadillac, if my memory serves me correct. It would have been nice to see some of the other technologies. There is a great concern with this, and again with Volvo coming here. It was fantastic and lovely for everyone to see, with some really nice pictures for the TV news, but how much are they actually going to divulge? How much information will they really give out? These are car manufacturers. It is a big business, with big money. They are not going to share too much of that technology or too much of that talk within the industry, if you like, because they will want to keep and protect it for themselves. So, how is the advancement happening? How is South Australia benefitting in jobs in the short term from making this happen right here and right now? That is the big concern. That is what people want to see.

I did mention one company that has been in this space in South Australia, and they have been doing it for a long time. The government has sided with them now and they are doing some wonderful work. They have been doing it for a long time, as I pointed out, way before the government made its announcement at the start of this year that was going to knock everyone's socks off; that is, Cohda Wireless, a great South Australian company. Its CEO is Dr Paul Gray and he does a very good job. Their work is very much in this space. Just recently they were in Bordeaux, France, where they were showing off at the ITS world conference. The ITS world conference is going to be held next year (2016) in Melbourne, so that is very exciting for the people of Victoria.

Dr Gray and the Cohda Wireless team were able to showcase this to the Deputy Premier, Mr Warren Truss. It was very exciting to see the work they have been doing. As I mentioned, they have been working in this space for a long time. Their current work is V2X-Radar, which is almost a way to detect things that are around the area, things that are actually around a corner, the car can be aware of everything that is in its vicinity. It is quite amazing stuff. The work these guys have done is fantastic, and we see that as a growing industry. Again, they were doing it well before the conference and we want to see them doing it off and into the future; they are established and they are there.

How this is going to generate more jobs for people and more companies like this, we are still yet to see. The government has not put up a plan, it has not said, 'This is how many jobs we are going to create. This is what we are going to do. This is where the future lies for that.' Cohda Wireless is a great South Australian company doing wonderful things and we commend them for the work they are doing in this space.

Interestingly, I have been speaking with other stakeholders about the opportunities that may or may not come from this legislation. We are keen for any opportunity to bring jobs to South Australia, especially in the short term given that our state is travelling so poorly on the unemployment rate. As I mentioned earlier, it is 7.5 per cent; Tasmania is at 6.5 per cent. It makes you shudder a little bit and you probably feel like a rubber kangaroo with a car bearing down on you when you think about that figure. How we are going economically in this state is really quite ordinary.

I spoke to a couple of people from the Centre for Automotive Safety Research, including Jeremy Woolley. He had the concern I had about Volvo and other companies coming here and having the ability to trial—and with this legislation it will be great to have them come here and trial—but there is every likelihood they will come, they will trial and take their learnings back overseas and there will be no benefit here for us in South Australia.

We mentioned the fact that these companies are very secretive. It is a big money business, they have a lot invested in it, so to come along and do their testing and get their research done is not the sort of situation where they are going to say, 'Here you go, here are our findings, this is the way forward, this is where you can advance this.' They are going to keep this information to themselves because the intellectual property on this is very valuable. As far as I am aware we are not charging them to come here in any way, so there is no financial gain that way. They are just going to come, do their work and, as Jeremy Woolley points out, there is the concern they will come, do their work and just take their findings away and there will be no benefit and no upside for South Australia.

We also look at what the future holds and where this driverless car technology might go. One of the other concerns for a lot of people in South Australia relates to what I have talked about where vehicles talk to vehicles, vehicles talk to infrastructure and vehicles talk to external factors—dogs and prams and the like—and how we get that communication working. The reason we support this legislation is that we hope it can go towards doing this, but again it is seen to be very much a long-term project from the point of view that we need to get a fleet changeover. How long will that actually take? It is not like you can turn around tomorrow and say that every car is now an advanced car. People cannot afford that. You cannot just change over your car willy-nilly.

Even things like autonomous emergency braking, which is fundamentally what we saw on the Volvo car when it was here, and some work has been done, as far as getting cars to replace the fleet and getting cars up to speed with this, it would take maybe 20 to 25 years before 50 per cent of the fleet of light vehicles could be turned over and have this sort of technology. It is suggested even somewhere near 2050 for 100 per cent of the fleet vehicles to be turned over. That is just one example of bringing in this technology. It gets phased in. People are talking about autonomous cars or driverless cars and pictures of Jetsons vehicles flying around, and no doubt that is the longheld view to be happening in 30 to 50 years whatever the case might be, but it is small increments and advancements that are going to happen along the way.

I mentioned how the autonomous emergency braking may be one of the next steps to a slight advancement on cruise control as we pointed out. If that is to roll out gradually into a fleet, it will take time but, as these advancements in technology happen and roll out, one car will have it, one car will not have it. How are they going to go working together in this context? It is going to be very easy to see how there is a concern, and we know that fleet changeover will take a very long time.

Another interesting thing that came out of this when speaking to a number of stakeholders—and some were very intrigued and had a wry smile on their face—was not long after the announcement of this driverless car initiative was put forward, it was at a time when more economic figures were coming out about how bad this state was going. The government was looking for a distraction, the minister also came out and talked about trams. We have had talks about trams to Norwood, trams to the airport, trams north and south, trams to Unley; the Integrated Transport and Land Use Plan has trams going everywhere. There were billboards up at election time that had trams running every which way. There has been no budgeting for them and no money put forward for them but the government is still talking about this.

People raise with me that, if we are going down this driverless vehicle path, why would you lay down tracks when you can have the vehicles going remotely or autonomously and they could be driving and picking up people all the time? It is an interesting concept and one that needs further exploration. I look forward to the minister explaining which way we are going to go—whether the trams are the better proposal that he is putting forward and where the money is for that, or whether driverless vehicles can actually move into this space and whether we really are serious about driverless vehicles and are going to move into that space instead—because that is something that needs to be talked about a little bit more.

It was interesting the number of people who were involved with the Driverless Car Conference who had grave questions about this. We know that the autonomous vehicles can roll into



heavy vehicles as well. Where does that sit, and where does that leave trains, trams, buses and rail links as far as autonomous vehicles are concerned?. I am interested to hear what the minister has to say about those things, how they will work together and what their budgeted plan is for them over the future.

As far as the legislation itself is concerned, a few concerns were raised with me, and I fleetingly mentioned these to the minister and his office. One of the big concerns that came forward was about public liability. As we look through the amendments to the bill, we can see that there is no liability figure mentioned. It was pointed out that it might be adopted in the guidelines, so I am really keen for the minister to perhaps answer that question about how the liability figure will be worked out on each individual trial, while perhaps a number has not been put there to ensure the safety of people involved; and how long before the *Gazette* is published will these guidelines need to be put in place around liability and the like?

The other concern that was raised was around insurance. Through the bill there are manners and ways that the insurance will be put in place, and any company that is looking to trial a driverless vehicle will have to have the appropriate liability insurance and third-party insurance as well. However, what about checks and balances on the actual insurance company to make sure that they are fully covered and that, heaven forbid, should anything go wrong, there is the adequate cover to make sure that people in the vicinity are covered? I am interested to hear what the minister has to say about that.

I know there is a concern that, if they put a liability figure in print, or they put it down, that that may deter some people from investing their time in trialling cars in South Australia, so I am keen to see how that is going to get ticked off, and the minister will no doubt be able to respond shortly. The other thing with that which I am very keen to know and find out is when and which companies have looked and talked and started discussions—if any have—about potential trials, given that, again, it was talked about in January and we are now here in December and we are finally getting this through, which is a good thing even though the time has lagged somewhat.

Which companies are looking at it? Which companies are looking to take advantage of this legislation once it has passed, and what opportunities, again, more importantly, are there for South Australians as far as getting jobs? Getting jobs really is the key; that is what South Australians are talking about. It was mentioned very heavily in the paper over the weekend as people reported their thoughts on how South Australia is going. I stress personally that I have neighbours, friends and cousins who want jobs in South Australia and we know across the board we are travelling very poorly as a state and we need to get more jobs going.

We talked about what is going to happen in the future as well, and the minister has pointed out very clearly the changes to legislation, the changes that may well bring about driverless cars on our roads. Again, I go back to the Governor's speech (and this is on behalf of the Premier obviously), which stated 'my government will reform' both pieces of legislation to also legislate for driverless vehicles which will revolutionise transportation in South Australia.

That is referring to the Motor Vehicles Act 1959 and the Road Traffic Act. The interesting thing is that it talks about revolutionising transportation, and we are very aware with this piece of legislation that it is going to allow vehicles to be trialled on our roads. That is what is going to happen with this; this allows for trials. It was made very clear to me from correspondence with the minister's office and conversations that this is not legislation that will then roll out and be enacted as driverless vehicle legislation on our roads; this is purely and simply just about trialling the vehicles per se. It is not about setting up legislation that will take us forward having driverless vehicles on our roads. I acknowledge that a lot more work is needed to be done there with the minister, and I trust that he is working on that straightaway.

Across the board it is accepted that this work is going to be very challenging, and using the existing legal and regulatory framework is going to make unmanned autonomous vehicles and the legislation to allow them on our roads incredibly difficult, but we are supporting this legislation because it will take us another step closer to getting there.

A couple of other issues were raised with me as well. I know that some driverless buses were trialled in other parts of the world, and it was interesting that, when they took the driver out of

the bus—there was no driver there because these vehicles could run on their own steam, on their own tracks, so to speak; they did not have anyone sitting behind the wheel—people would not use the bus; they did not feel comfortable getting on without a bus driver.

In the end it was so unsuccessful that they had to mount a steering wheel on the vehicle and get someone to sit in the chair. Even though they were not doing anything, people felt far more comfortable having a bus driver in that vehicle; and I am sure that is the work the minister is doing with the thousands of staff in the department. This is the sort of thing they will be doing because this is the sort of work that has to be worked through from a social perspective as we move towards this whenever it is going to happen—2030 or beyond, who knows.

This is the sort of work that has to be done so that we are in a position to know how this can work and how it can operate. I mentioned before the bringing together of driverless vehicles, or vehicles with some element of autonomy to them, working in with vehicles that are still manually driven. People still do like to drive. That is a real point that has resonated with me talking with a lot of stakeholders involved.

Driving is a very social thing. We have a very strong car culture here in South Australia. We have had the Formula One Grand Prix, of course, and the Clipsal 500. We have a lot of Holden and Ford fans out there, and the like. People do like to drive; it is very enjoyable. We have some lovely wide streets in South Australia, beautiful coastline, lovely hills and wineries, etc.

It is very enjoyable to get out and drive around, so over time one of the interesting facets to come out of this is how we actually get together and incorporate human-driven vehicles along with vehicles with far more automatic and autonomous-type features to them. Bringing them together is going to be very interesting, and a lot of the reports that I have read say that that is where the real challenge lies.

Again, I know that the minister will be working away feverishly on that with the department. When we do that and when we advance those systems—and I mentioned the vehicle-to-vehicle, vehicle to infrastructure and the vehicle to external factors—as well as the technology and the great work that Cohda Wireless is doing, if we can find ways and means to generate jobs in that area that would be fantastic, but we need to do it now. That is the important thing. It is not something we can hold off for years and years down the track. We need jobs in South Australia right now, and the government needs to put some skin in the game to make that happen. We need to get jobs; it is absolutely imperative.

That brings me to another factor that ties in with this, and I have mentioned that in Pittsburgh a lot of companies have really used that as a hub and as a base. I know that the universities over there have produced some outstanding graduates and they have gone on to help and to work with companies like Google, and the minister has had a look at Google.

Uber is a really interesting one to look at as far as a case study is concerned. We have heard about Uber and we have talked about Uber. The minister has been reluctant to deal with Uber and to talk with it about its model and about its concept, but given that the government has brought up the conversation about future transport and what there is down the track, Uber is a really good case in point to look at to see what opportunities there are.

The Uber business model is about advancing transport, and at the moment it wants to use people's personal vehicles and other vehicles to deliver people where they need to go through the use of an application on their phone. Most people have read about that and are aware of that, and I know that Uber is trying to speak to the government to see how it can facilitate that.

What the long-term plan is going to be—and no doubt the government is aware of this, and this is what a lot of transport companies are looking at—is how they can work this driverless technology in with their app. The government is trying to be visionary, so no doubt if it is doing that it would have looked at this aspect, and the vision is that eventually—30, 40, 50 years down the track—driverless vehicles will be available. You will use an app and you will be able to get a vehicle to come and pick you up, and think of the benefits that might have socially. That is taking car parks off the street, allowing vehicles to flow more freely and have more efficiency in the system because efficiency is good in this case. It means that you do not drive your vehicle to work, park in the car

park and then drive your vehicle home at the end of the day. The vehicle can be utilised right throughout the day, and you just order your vehicle as you need it.

The concepts, you can see, are quite mind-boggling as to what can happen, and Uber is really in this space. It is disappointing to hear that the government is not talking to them about how this can evolve and unfold and whether there are jobs there now working in this space. With a vision to where it might be in the future, the government really has to have a very solid look at this. They cannot say in one breath that they want to be in this advanced industry and working forward in years to come and then in another breath not deal with what is before us right here and now.

Uber really is working at investing a lot of money in this technology space. They are a company worth \$51 billion, and they are looking at this long-term picture as well. It is a group I think the government should be sitting down and talking with and looking at future plans. If you are looking at these big long-term plans, where is it going to go, what options are there and how can we benefit from this in the long-term? A lot of people out there I know are disappointed that the government is not even having conversations with Uber about what it might be.

They are talking about driverless cars, as we said, and even the reports from the people from Honda, who have been working in this space for a long, long time, say that 2030 and beyond is when we are going to see this technology. They are talking about futuristic technology, but they are not dealing with a company that is right here right now in the transport space and putting forward options and plans that could well benefit our state and all the people in South Australia with a view to facilitating this long-term driverless program they are initiating and pushing and trying to knock our socks off with, as the Premier said in the Governor's speech at the start of the year.

Uber is a company with a lot of money. They want to develop this driverless car technology. If we are serious about getting in the driverless car space, I am really intrigued to know why the government will not sit down and talk to Uber to see what opportunities exist and if they can work with them. Given the passing of this legislation, is there a chance that they can bring some of their driverless car advancements to South Australia that can generate jobs for us now?

Uber has done a lot of work, and I know a lot of these companies out of Pittsburgh have done a lot of work, and they are in a very advanced state. We have seen what Volvo has done, we know that Tesla is in a very advanced state with this as well, and a number of other companies are in a very strong position to be taking this forward. What we saw during the driverless car conference was just a taste, as a lot of these cars are well advanced. As I mentioned, Honda has great componentry and designs.

Realistically, many of the experts in the field feel that the driverless element is there and has evolved but that it is in the other areas where potentially there are options. We want to see the government come out and say, 'Here are the options. This is where the jobs are. This is where we can create more jobs for South Australia,' and I say that because of a recent Senate report. The Economic References Committee met in Adelaide at the start of October and ran through a lot of the driverless car conversations and looked at what options there were, what things could work and the options for South Australia—and Australia, for that matter—as far as this industry is concerned.

Across the board, the issue of liability was raised and talked about, as were a number of other matters. Interestingly, Senator Xenophon asked the managing director of Volvo, Mr McCann, whether South Australia should have been in this space many years ago. With the closing down of Holden in South Australia, and with the car manufacturing industry across the nation closing down, Mr Xenophon put to the people of Volvo whether we should have been in this space earlier and whether there could have been a transformation from the manufacturing side to the technological side. The sentiment was, yes, that if we wanted to be in that space we probably needed to be there a long time ago.

Senator Xenophon also asked whether, with Volvo coming out for this conference, there was an opportunity for South Australia to set up as a centre or hub that could produce these cars with this technology for Volvo. The answer was clearly, no, that the economy of scale just did not allow it, and that was disappointing. Again, we stress to the government that we want to know where the jobs are going to come from with this technology, and when they are going to be on offer for people, because people in South Australia need jobs now.

The issue of trains that I mentioned a few moments ago was also brought up, and it was a question asked at the Senate inquiry. It is a very fair and valid question to be asked, given that if you could make vehicles and trucks driverless we could save quite a bit of money, especially when you think of a truck and the space taken up in the cabin for the driver. We also talk about fatigue laws and those sorts of things that dovetail in with truck driving.

If you do not have a driver, of course, all of a sudden these vehicles can run 24/7 because they are not restricted by any of these laws, so we can get far more efficiencies out of them and the scope is very much open. When will it happen? Another issue raised and considered was that if we did go to driverless how many jobs could potentially be lost in the end. That is something I know the minister will be looking at and working through in relation to planning and legislation for future years to come.

They also asked how people will change their mindset, and I know that the minister has had a look at this. Driving down the road and seeing a car driving alongside without a driver is going to be quite intimidating, and the stickybeak factor would have a very big impact right from the outset, with people being distracted from their task of driving on the road. If you were in a conventional car and operating all the sticks and levers as you normally would, looking to the side and seeing someone perhaps reading a newspaper, or seeing no-one in the car at all, would be very distracting and could cause problems in itself. Again, that is stuff the department is no doubt looking at as far as future legislation is concerned.

Most of the conversation about driverless cars has been around driving in the city and not a lot of talk has been about driving on rural roads. Questions were asked at the Senate committee about trials that have been done on unsealed roads. It was indicated that not a lot of work had been done in that area, so that is something else we are very keen to see progressed. We can see that has a lot of upside and that it is more feasible, but what about driving in the country, which does not have the same infrastructure as the city as far as our population basis is concerned?

I think a few people were asked whether or not they would buy a vehicle without a steering wheel and, again, that is one of those social aspects that needs to be examined. It needs to be questioned whether people will feel comfortable enough to do that, but only time will tell, and I am sure that more work is being done by the department in that area.

There has also been a lot of talk about the loss of jobs. I do not mean to harp on about this, but the most important thing in South Australia at the moment is jobs for people out there right now. There are people who do not have jobs right now who are heading into Christmas and do not have employment. They want employment, they want an opportunity, and we need to be doing everything we can to generate that opportunity for people in South Australia. The number that was talked about by this committee, and thrown around in the Bracks report by Professor John Spoehr, is 200,000 job losses across the country by the end of 2017. It has been referred to as 'a tsunami of job losses', and South Australia will feel it as well.

The question is: when will driverless cars potentially be able to provide more employment opportunities? When will it happen? I think the figure that came from this report was that it would be a decade at the earliest, which drives me back to my question: how are jobs going to come and come now for the people who really need them? I mentioned that the managing director of Volvo Australia, Mr McCann, said there was not an opportunity to build cars in South Australia even with this advanced technology. He said that it was not on the cards but that in Australia it was more an opportunity for sales marketing than future production. That is disappointing for South Australians. I know we would have liked more, but that is the way it is according to the managing director of Volvo.

The figure the government has bandied around as far as the driverless car industry is concerned is that it is a \$90 billion industry in 15 years' time, and that is a really great figure. What has not been drilled down, again, is how many jobs will be created from that. A lot of people have asked that question, and we are here asking that question once more. Where will the jobs come from? That \$90 billion figure has been used a number of times and that is what the industry is supposedly worth but, also, what will the industry cost? Again, if we do not have people driving cars, trucks and buses, how many jobs will be lost? It will be a \$90 billion global industry: what will it mean to South Australia and when will the jobs come? That is one of the really big questions.

There were a number of really interesting findings that came out of that report and I could go on but it is there for anyone to read. Fundamentally, the figure around jobs came from the Senate report, from conversations I have had with people around the industry and from people I speak with on the street. The government came out and said in the Governor's speech that they are going to look at time zones and driverless cars, and all these things, but where are the jobs going to come from in the long run? How are those factors going to bring jobs to South Australians? That is what people want to know. That is what it really boils down to.

Again, the concept of driverless cars is fantastic but when will it bring a job to the South Australian people? When will it bring a job to my neighbour, my friend and my cousin who lives around the corner? These people need jobs and they need them now. Driverless cars, as I said, beyond 2030 is very much an upside and that is positive in the long term but what about now? Where are the jobs going to come from? We do not want to see South Australia left behind. That is absolutely imperative. South Australia needs to lift itself from the bottom of the ladder. We need to get the economy moving in South Australia and we need to generate jobs for those people out there looking for them. We have a jobs crisis in South Australia now and this government needs to stop the expensive PR stunts and generate jobs for South Australians.

**Ms HILDYARD (Reynell) (12:46):** I am very proud and happy to rise today to speak in favour of this Motor Vehicles (Trials of Automotive Technologies) Amendment Bill 2015. I am proud because it is an indicator of how our government is absolutely committed to leading the way in making investment in new technology both a priority and a reality for South Australia and committed to being at the forefront of creating the industries and the jobs of the future.

I was thrilled to attend the trial of driverless cars on the two-way Southern Expressway in the heart of Reynell. This trial was held, thankfully, the day after the kangaroo incident. We can laugh at that incident today because we know that we are deeply committed to perfecting the safety and innovative and ground-breaking technology around driverless cars. It was both extraordinary and exciting to be part of the two-way Southern Expressway trial. I was proud that so many national and, indeed, international stakeholders in this new industry were present and that each one I spoke with (and they also spoke with the member for Mitchell, who was in the same vehicle I was) praised at length our great state for embracing it.

Many people ask me how travelling in the car was and whether it was at all frightening. As I said on the day, I have one son who has recently obtained his P plates and another who has his L plate test booked and nothing—nothing, Deputy Speaker—could be quite as frightening as driving in the car with them. There is no place, other than in a car with a teenage child, where you will attempt to apply the brakes from the passenger seat more often. Being a passenger in the driverless car was a pleasure, and it was a journey that I think opened the minds of all those who took that journey to the incredible possibilities that this innovation brings.

In our state, the automotive sector has been central to our identity, and it is absolutely fitting that we are leading the way in this new automotive industry. Investment in driverless vehicle technology opens us up to an industry predicted to be worth \$90 billion within the next 15 years. Our government's leadership in this area will help secure our state's economic future.

With many different levels of driverless vehicle technology now available and further technology being developed, this industry is a diverse one and, through our embracing of it, we are creating an environment where multinational corporations across the globe will want to test their designs. We are committed to ensuring that companies who may wish to test a variety of levels of technology are able to do so and we will make provisions for this to occur whilst also ensuring strict safety guidelines are adhered to and that, where safety concerns are not met, the ability to trial technology will be revoked.

Companies around the world, including Bosch, Google, Tesla, Volvo and Audi, are primarily conducting off-road tests on driverless vehicles, and there is a real, present and exciting opportunity for South Australia to corner the market on on-road testing. We can be at the forefront of effective and safe testing in that regard for the world.

When talking with community members about the trial, the most commonly asked question regarding driverless vehicles (and indeed my first question when presented with the technology) was

whose fault would it be if there was a collision or other incident. Through this bill, our government will expect the person or operator authorised to undertake the trial to take responsibility for ensuring the safe operation of the vehicle at all times, whether the vehicle is operating autonomously or in manual mode. In fact, this bill imposes a mandatory requirement that a person authorised to undertake a trial ensures that they have in force at all times a policy of public liability insurance in the amount specified by the minister.

This means that in the unlikely event that there is a crash involving a driverless vehicle during a trial, resulting in serious bodily harm, our government will seek to hold the operator or person conducting the trial responsible civilly by seeking to recover costs from them for any property damage or bodily injury. This will of course provide peace of mind for road users. Volvo, which conducted the excellent trials held in Adelaide on our two-way Southern Expressway in early November, which I mentioned earlier, has led the way, announcing in October 2015 that it will accept full liability whenever a Volvo autonomous vehicle is in autonomous mode.

Our government will also be able to impose more stringent conditions on individual trials, such as full risk management plans for each of them. We should also, however, take heart from the fact that the demonstrated safety of driverless vehicle technology to date, and the low risks inherent in it, mean that the likelihood of such an offence is extremely remote. Safety will of course, however, remain the number one priority in any trial.

Vehicle manufacturers operate globally, and as the Australian automotive assembly plants begin to close from 2016, through this work in the driverless car arena vehicle design and engineering could continue to operate. Although, sadly, the major vehicle manufacturers have indicated their closure, a number of vehicle component businesses are expected to continue and expand, with the potential to contribute to creating the jobs of the future.

Our Australian climate is suited to automotive vehicle testing and, given our seasons are opposite to those in the Northern Hemisphere, many vehicle manufacturers will continue to test vehicles in Australia to ensure speedy hot and cold weather testing programs can continue all year round.

There are many good news stories of great South Australian innovative companies thriving despite the shutdown of Australian automotive assembly plants. Cohda Wireless and SAGE Automation are two examples of incredibly innovative companies expanding and operating on the global stage with technology suited to driverless cars. We can continue to encourage other companies to follow these success stories.

In closing, hearty congratulations to the Minister for Transport and Infrastructure, his staff, his department, and every organisation who has embraced this innovative work for the economic benefit of our state. I will follow these trials closely, and very much look forward to my next driverless car trip.

Debate adjourned on motion of Mr Gardner.

*Sitting suspended from 12:54 to 14:00.*

#### **LIQUOR LICENSING (ENTERTAINMENT ON LICENSED PREMISES) AMENDMENT BILL**

*Assent*

His Excellency the Governor assented to the bill.

#### **CONTROLLED SUBSTANCES (SIMPLE POSSESSION OFFENCES) AMENDMENT BILL**

*Assent*

His Excellency the Governor assented to the bill.

#### **EVIDENCE (RECORDS AND DOCUMENTS) AMENDMENT BILL**

*Assent*

His Excellency the Governor assented to the bill.

**STATUTES AMENDMENT (FIREARMS OFFENCES) BILL***Assent*

His Excellency the Governor assented to the bill.

**STATUTES AMENDMENT AND REPEAL (BUDGET 2015) BILL***Assent*

His Excellency the Governor assented to the bill.

*Petitions***REPATRIATION GENERAL HOSPITAL**

**Mr WHETSTONE (Chaffey):** Presented a petition signed by 154 residents of South Australia requesting the house to urge the government not to close the Repatriation General Hospital and recognise this hospital as the spiritual home and vital lifeline for veterans of South Australia and the South Australian community.

*Members interjecting:*

**The SPEAKER:** I call to order the members for Hartley and Schubert. The opposition's notices of motion were heard in silence.

*Parliamentary Procedure***ANSWERS TABLED**

**The SPEAKER:** I direct that the written answers to questions be distributed and printed in *Hansard*.

**PAPERS**

The following papers were laid on the table:

By the Speaker—

Assembly of Members of both Houses for the election of a Member to fill a vacancy in the Legislative Council—Minutes of  
Local Government Annual Reports—  
Ceduna, District Council of Annual Report 2014-15  
Clare and Gilbert Valleys Council Annual Report 2014-15  
Elliston, District Council of Annual Report 2014-15  
Goyder, Regional Council of Annual Report 2014-15  
Marion, City of Annual Report 2014-15  
Mount Remarkable District Council Annual Report 2014-15  
Murray Bridge, The Rural City of Annual Report 2014-15  
Onkaparinga, City of Annual Report 2014-15  
Peterborough, District Council of Annual Report 2014-15  
Playford, City of Annual Report 2014-15  
Port Lincoln, City of Annual Report 2014-15  
Renmark Paringa Council Annual Report 2014-15  
Tatiara District Council Annual Report 2014-15  
Victor Harbor, City of Annual Report 2014-15  
Wattle Range Council Annual Report 2014-15

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

State Emergency Management Committee—Annual Report 2014-15

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

Courts Administration Authority—Annual Report 2014-15  
Criminal Investigations (Covert Operations) Act 2009—Annual Report 2014-15

Electoral Commission of South Australia—Annual Report 2014-15  
Equal Opportunity Commission—Annual Report 2014-15  
Legal Practitioners' Fidelity Fund—Annual Report 2014-15  
Legal Profession Conduct Commissioner—Annual Report 2014-15  
Public Advocate, Office of the—Annual Report 2014-15  
Public Trustee—Annual Report 2014-15  
South Australian Civil and Administrative Tribunal—Annual Report 2014-15  
State Coroner—Annual Report 2014-15  
Regulations made under the following Acts—  
    Intervention Orders (Prevention of Abuse)—Prescribed amount and details  
Rules made under the following Acts—  
    District Court—  
        Civil—  
            Amended version of Amendment No. 31  
            Amendment No. 31  
        Civil—Fast Track Adoption—Amendment No. 1  
        Civil—Supplementary—Amendment No. 3  
        Fast Track Supplementary Adoption—Amendment No. 1  
        Special Applications Supplementary -  
            Amended version of Amendment No. 1  
            Amendment No. 1  
    Legal Practitioners—Legal Practitioners Education and Admission Council—  
        Amendment No. 8

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

Adelaide Cemeteries Authority—Annual Report 2014-15  
Darlington Upgrade Project, Report to Parliament on the—Tree Removal and Pruning  
    Report  
West Beach Trust—Annual Report 2014-15

By the Minister for Housing and Urban Development (Hon. J.R. Rau)—

HomeStart Finance—Annual Report 2014-15  
Riverbank Authority—Annual Report 2014-15  
South Australian Housing Trust—Annual Report 2014-15  
Urban Renewal Authority—Annual Report 2014-15

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

Regulations made under the following Acts—  
    Work Health and Safety—Miscellaneous

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

Food Act 2001—Erratum Annual Report 2014-15

By the Minister for Finance (Hon. A. Koutsantonis)—

State Procurement Board—Annual Report 2014-15

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

Australian Energy Market Commission—Annual Report 2014-15  
Technical Regulator Electricity—Annual Report 2014-15  
Technical Regulator Gas—Annual Report 2014-15

By the Minister for Agriculture, Food and Fisheries (Hon. L.W.K. Bignell)—



Regulations made under the following Acts—  
Livestock Act 1997—Beekeepers  
Primary Industry Funding Schemes—Apiary Industry Fund—Miscellaneous

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

Regulations made under the following Acts—  
Major Events—  
Australia v New Zealand Cricket Test Match  
Twenty 20 Cricket Matches—Australia v India

By the Minister for Education and Child Development (Hon. S.E. Close)—

Breakaways Conservation Park Co-management Board—Annual Report 2014-15  
Native Vegetation Council—Annual Report 2014-15  
Regulations made under the following Acts—  
Native Vegetation—Credit for Environmental Benefits—General  
SACE Board of South Australia—Miscellaneous

By the Minister for Transport and Infrastructure (Hon. S.C. Mullighan)—

Regulations made under the following Acts—  
Harbors and Navigation—Miscellaneous

*Ministerial Statement*

**PINERY BUSHFIRES**

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:11):** I seek leave to make a ministerial statement.

Leave granted.

**The Hon. J.W. WEATHERILL:** The catastrophic Pinery bushfire last week caused the dreadful loss of two lives and massive destruction in the Mid North of our state. Our deepest condolences are with the families affected and our thoughts are with the communities devastated by the fire.

The outstanding efforts of our emergency services and interstate support from the Victorian Country Fire Authority cannot be overstated—the CFS, the police, the MFS and the SES, the South Australian Ambulance Service, indeed, a wide range of those agency community groups from far and wide were involved. On behalf of the state and the parliament, I would like to extend to all our sincere gratitude.

The state government has established the South Australian Pinery Fire Appeal to receive public donations, and I can announce today that the state has committed \$3 million to support the recovery effort, featuring a \$1 million contribution to the Pinery Fire Appeal. This \$1 million and, indeed, all money donated to the Pinery Fire Appeal will go directly to support affected families on the fireground.

The fire ignited at 12.05pm and was fanned by very strong winds and low humidity. Fire danger conditions had become catastrophic that morning after a total fire ban due to extreme conditions was declared the previous evening. The speed of the fire and extremely low visibility on the ground made confronting the fire incredibly difficult. In all, current assessments indicate a loss of 87 homes, 388 sheds and outbuildings, 98 vehicles, 93 pieces of farm machinery and a shocking number of livestock, including 53,600 poultry, 17,000 sheep, 500 pigs, 87 cattle, 19 horses and three Alpaca.

During the incident, emergency relief centres were established in Gawler, Balaklava and Clare with in the order of \$200,000 worth of emergency grants provided. An outreach service is now

in place visiting the homes of those affected to better support their recovery. Indeed, we have now moved from the response phase of the disaster to the recovery phase.

It is clear that a tremendous amount of time and effort will be needed to rebuild these communities notwithstanding the incredible resilience and strength they are now showing. The economic impact of the fire and the flow-on effects to these local communities are of great concern, and there is much to be done to support the region through this difficult time.

On Thursday, I appointed Vince Monterola, Member of the Order of Australia and Australian Fire Service Medal, as a recovery coordinator. Vince is a former CFS chief officer and was a key person for the recovery effort for the 2005 Eyre Peninsula bushfires as chair of the West Coast Recovery Committee. I am pleased to have Mr Monterola involved in this critical role and look forward to working with him and the Minister for Communities.

On Friday, following the fire being declared as contained, our emergency services provided a tour of the fireground for me and state and federal elected members. Witnessing the devastation of blackened plains littered with burnt-out vehicles firsthand as the scent of smoke and ash still lingered in the air served as a stark reminder of the destructive force of bushfire and the risk we face through the season ahead. I hope that this is the only bushfire site I will survey this summer, but I fear there may be worse to come.

What is all the more sobering is that this disaster occurred in spring. With today the first day of summer, it is frightening that we have at least five months of fire danger season ahead in several districts where our fields and forests will become only dryer and the weather and winds will become hotter and harsher.

I fear that there will be another incident of this scale through the coming season, and I implore all South Australians in bushfire risk areas to clear their properties as appropriate and review and update their bushfire action plans. The potential for a disaster like this had been foreseen, and fire danger seasons across the state have been brought forward two weeks in many regions, including the Mid North. The message from the authorities is clear: the safest action is to leave and to leave early.

We thank our firefighters and all involved in the emergency response effort, and I commend those already involved in the recovery effort, as well as those who will become involved as our response continues. The South Australian community has once again come together to help those in their hour of need. Our work to recover will continue over the coming months and years.

### **ECONOMIC PLAN**

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:15):** I seek leave to make a second ministerial statement.

Leave granted.

**The Hon. J.W. WEATHERILL:** The government last week released its annual economic statement and a report summarising the results achieved in the first year of its economic plan. The first-year review of the economic priorities shows that progress so far has been sound: of the 68 objectives set down for 2015, 25 have been achieved, 24 are on track to be achieved, 17 have seen progress made, and two have not been achieved.

Our plan was devised in consultation with thousands of South Australians in the wake of the announcement, with Holden and the automotive industry leaving Australia. Since then, the pace of change and the scale of the challenge, if anything, has only increased. Economic indicators show what a difficult and volatile period the past year has been. The value of Australia's currency fell by 23 per cent against the US dollar, the price of Brent crude oil is down 58 per cent, copper and iron ore prices fell by 33 per cent and 44 per cent respectively, and the increase in global economic growth has been and is forecast to remain modest.

Through challenging and unpredictable times, South Australia has no choice but to continue our transformation from an old to a new economy, one that is open, innovative and knowledge based. We must maintain an investment environment where businesses feel confident to pursue new

opportunities. We must focus on the sectors where we have a competitive edge, those that are poised for long-term growth and linked to global industries.

One example of a sector with tremendous opportunity for growth is the low carbon economy, particularly the renewable energy sector. Today, the government released our low carbon investment plan which targets \$10 billion of investment in low carbon generation by 2025. By attracting investment, creating jobs and developing opportunities for local industry participation, we believe South Australia can maximise the benefits of a low carbon transition, and we believe we can establish Adelaide as a showcase for economic development and innovation. This is the approach I will be using to promote South Australia this week as part of the Paris climate change summit.

*Mr Treloar interjecting:*

**The SPEAKER:** The member for Flinders will restrain his mirth.

### SEXUAL ORIENTATION DISCRIMINATION

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:18):** I seek leave to make a third ministerial statement.

Leave granted.

**The Hon. J.W. WEATHERILL:** At the opening of parliament in February this year, the Governor announced that the government would invite the South Australian Law Reform Institute to review legislative discrimination against individuals and families on the grounds of sexual orientation, gender, gender identity, or intersex status. South Australia has a celebrated history as a place dedicated to achieving equality and fairness for all of its citizens. Not only were we the first place in the world to end discrimination against women standing for parliament in 1894, in 1975 South Australia became the first state in Australia to decriminalise homosexuality. The South Australian parliament can be proud of these achievements.

Unfortunately, despite South Australia's proud history, the South Australian statute book still contains remnants of formal discrimination. This means that some members of our community continue to experience discrimination because of who they are. The first report of the South Australian Law Reform Institute identified more than 140 pieces of legislation and regulation that discriminated against South Australians, and it provided a range of recommendations for the government's consideration. While some of these recommendations will be considered following additional research and reporting by the institute, expected in the first half of 2016, many can be implemented immediately.

Today I table a bill that proposes to implement the majority of those recommendations identified as being suitable for early action. Many of these proposed amendments are aimed at removing binary notions of sex (male or female) and gender (man or woman) or provisions that fail to set out how the law applies to a person who is intersex or transgender. The amendments also seek to remove interpretative language in legislation that has the potential of discriminating against people based on their relationship status.

Although many of those changes will have little impact on many South Australians, for people who may potentially experience discrimination as a result of these laws, the impact may be significant. These changes are an important first step in ensuring that none of our laws inadvertently discriminate against South Australians based on their sexual orientation, gender, gender identity or intersex status. It is my hope that these reforms will directly contribute to an increased sense of inclusion, as well as renewed respect within the South Australian community, for the diversity of our citizens.

The year 2015 marks the 40<sup>th</sup> anniversary of the momentous reforms to decriminalise homosexuality, and this bill highlights the government's ongoing commitment to ensuring that South Australia continues to be a place founded on tolerance and inclusion.

### FIREARMS AMNESTY

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:23):** I seek leave to make a ministerial statement.

Leave granted.

**The Hon. A. PICCOLO:** During the lunchbreak, the state government, together with the South Australia Police and the Sporting Shooters Association of South Australia, announced the commencement of a firearms amnesty. From today, and running through until 30 June 2016, owners of unregistered or unwanted firearms can take advantage of this amnesty. The amnesty aims to—

*Members interjecting:*

**The Hon. A. PICCOLO:** The amnesty aims to reduce the number of unwanted and unregistered firearms and aims to make the community safer for all. In a first for South Australia, participating firearms dealers will play a significant role in the amnesty, with people able to hand in firearms at participating licensed dealers. More than 45 dealers will join with police stations to receive firearms as part of the amnesty. The state government wants unwanted guns off our streets and out of the hands of criminals. Any firearm, firearm part or ammunition can also be handed in. With half of all licensed dealers helping with this amnesty, the handing in of an unwanted firearm is very simple.

Lastly, the Firearms Bill 2015 is currently before the other place and includes provisions for a permanent amnesty. It is anticipated this will commence if the bill is passed by the parliament. If people would like any further information, such as participating dealers, it can be accessed on line at the South Australia Police website.

**The SPEAKER:** Arising out of that ministerial statement, I call to order the member for Finniss, the leader and the Treasurer.

*Parliamentary Committees*

### ECONOMIC AND FINANCE COMMITTEE

**Mr ODENWALDER (Little Para) (14:26):** I bring up the 88<sup>th</sup> report of the committee, entitled Inquiry into the National Broadband Network.

Report received and ordered to be published.

### ENVIRONMENT, RESOURCES AND DEVELOPMENT COMMITTEE

**The Hon. T.R. KENYON (Newland) (14:27):** I bring up the 76<sup>th</sup> report of the committee, entitled Annual Report 2014-15.

Report received and ordered to be published.

### NATURAL RESOURCES COMMITTEE

**The Hon. S.W. KEY (Ashford) (14:27):** I bring up the 107<sup>th</sup> report of the committee, entitled Annual Report 2014-15.

Report received and ordered to be published.

*Question Time*

### GOODS AND SERVICES TAX

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:29):** My question is to the Premier. What economic modelling has the Premier undertaken on the employment impact of his proposal to increase the goods and services tax by 50 per cent?

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:29):** It is not my proposal to increase the goods and services tax to 15 per cent. Perhaps just to understand the history of this matter, we have, I think on any view of it, a massive issue about the inability for us to fund the healthcare needs of the nation. Indeed, every state and territory has that difficulty, as does the

commonwealth. It was exacerbated by an \$80 billion cut that occurred in the first Hockey-Abbott budget in 2014, about which we campaigned strongly.

Once the various state elections were safely out of the way, we were joined by our conservative colleagues in the other states—the Liberal Premier of New South Wales, Mr Baird. He, in fact, promoted the idea of an increase in GST to 15 per cent, and he said at the time—this is a conservative premier—that we needed to raise more money to meet the healthcare needs of our state and the other states around the nation—a very significant intrusion of that debate.

He published some important modelling about the rate at which healthcare costs would increase and the gap between what we currently raise, and on the basis of that analysis I supported that idea as a concept worthy of discussion, and I continue to believe it is. On closer analysis, though, of the GST, what we are aware of is that the GST over the longer term in fact does not keep pace with the rate of growth of healthcare costs. So, it is an inadequate—

**Mr Marshall:** Have done any modelling?

**The Hon. J.W. WEATHERILL:** We have; we have done detailed modelling, and—

*Members interjecting:*

**The Hon. J.W. WEATHERILL:** We have done detailed modelling of the effect of GST on the way in which that meets our healthcare costs, and it is inadequate for the task.

*Members interjecting:*

**The Hon. J.W. WEATHERILL:** It is inadequate for the task. That is why we propose a different model, and that is: if the commonwealth want to promote a GST and use it for their ambitions to change the tax mix, which is something that they have regularly promoted, we could in fact convert our state-specific purpose payments into a share of income tax, which would give us access to a growth tax which would more approximate the rate of growth of our healthcare needs. So, that is the sense—

*An honourable member interjecting:*

**The Hon. J.W. WEATHERILL:** That is the proposal I am taking to COAG. That is the proposal that we are interested in promoting, and the healthcare needs of our state and our nation are absolutely essential for the wellbeing of our citizens, which sits at the heart of any fair and prosperous society.

**Mr Gardner:** Why don't you care about jobs?

**The Hon. J.W. WEATHERILL:** Well, there is not going to be many jobs—

*Members interjecting:*

**The Hon. J.W. WEATHERILL:** There aren't going to be many jobs in a society that can't care for the healthcare needs of its citizens. This debate is about meeting basic responsibilities for the healthcare needs of our citizens.

**Mr Gardner:** You haven't done any modelling; how would you know?

**The Hon. J.W. WEATHERILL:** That is not what it is about. It is not about some number-crunching exercise that those opposite are interested in. This is about basic human decency—getting access to a hospital bed when you need it, getting access to the healthcare needs when you need it. This is one of the great Labor projects—a public healthcare system—and we are not going to let those opposite tear it down.

**Ms Chapman:** Try fixing up your chemotherapy treatment!

**Mr MARSHALL:** That was some advice by the deputy leader to the Premier.

**The SPEAKER:** Before the leader asks his supplementary, would he be seated. The member for Morialta is braced? I call to order the members for Morialta, Adelaide and Chaffey, the leader, the deputy leader, and the members for Kavel, Flinders, Taylor and Davenport. I warn for the

first time the members for Finniss, Morialta, Hartley and Adelaide, and the deputy leader, and I warn for the second and final time the members for Morialta and Hartley, and the deputy leader.

### GOODS AND SERVICES TAX

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:33):** Supplementary, sir: given the Premier has outlined to the house that the reason he would like a 50 per cent increase in the GST is because of spiralling health costs, can he outline to the house what the increases in health costs in South Australia are as a percentage of the gross state product or as a percentage of the state budget over the past five years?

**The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for Mental Health and Substance Abuse, Minister for the Arts, Minister for Health Industries) (14:34):** It is no secret that over the last 10 years our—

**Mr Marshall:** No, five years.

**The Hon. J.J. SNELLING:** —well, over the last period of time—our health budget on average has grown I think about 8 per cent per year. I don't know what that is as a percentage of gross state product, but it has certainly outstripped the increase in revenues to the state, and it has meant that basically we have had to make savings in other areas of government in order to keep pace with healthcare costs.

This is not an issue which is unique to South Australia, in fact, it is not even an issue which is unique to public health care. Anyone who has private health insurance will know that their private health insurance premiums have also been increasing far greater than the rate of inflation. It is an issue that is faced by state and federal governments and, indeed, governments right around the world, but, as I say, it has certainly been far greater than the increase of revenues to the state. Certainly, the figure that comes to hand is, on average, I think, about 8 per cent per annum growth in healthcare costs over the last decade.

### GOODS AND SERVICES TAX

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:35):** My supplementary to the Premier is: what will be the jobs impact in South Australia of an increase of 50 per cent to the GST rate?

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:35):** It depends whether the commonwealth decides to press ahead with such an idea. It's a commonwealth tax and our proposition is, if they indeed want to pursue their agenda of changing the tax mix then presumably they will do some modelling based on the movement between indirect and direct taxes. People are utterly sick of this idea of trying to take out little elements of the tax reform debate and run scare campaigns. They are sick of it. They are sick of that sort of approach.

We are trying to put a sensible, constructive idea to break a deadlock in the national debate, for which we are getting credit (credit from some of your federal colleagues). Instead, we come here and we get the petty point scoring that you would expect from a low rent opposition that has no ideas about the future. Why is there a serious debate occurring on a national basis and you come into this place and you get these penny-pinching questions, trying to reduce the debate down to quick, cheap grabs?

*Mr Marshall interjecting:*

**The Hon. J.W. WEATHERILL:** No, just quick, cheap grabs; cheap ideas. If your federal counterparts think there is a massive dividend, if your federal counterparts think there is, in fact, a massive efficiency dividend in shifting from direct to indirect taxation, which is at the heart of this, because there is another simple solution, we could just increase rates of direct taxation, that's another way of solving this dilemma, but they have ruled that out—

*Members interjecting:*

**The Hon. J.W. WEATHERILL:** We didn't cut \$80 billion out of state and territory budgets. Your mates saw that those opposite—

**The SPEAKER:** I don't have—

**The Hon. J.W. WEATHERILL:** No, you don't have mates over there, sorry.

**The SPEAKER:** I don't have federal counterparts.

**The Hon. J.W. WEATHERILL:** Those opposite and their friends in the national parliament took \$80 billion out of our collective state and territory budgets. We were opposed to that. There were shrieks of silence when those opposite heard these things, they crawled away into a corner and pretended it did not happen. We were the only ones who were actually on this picket line raising our voice. Now everyone is there and we are all talking, collectively across the nation, about the difficulties of these cuts. So, don't agitate your issues with me, go and speak to your—

*Members interjecting:*

**The SPEAKER:** Yes, I call the Premier to order.

**The Hon. J.W. WEATHERILL:** Sorry. Those opposite should speak to their colleagues in the national parliament. They shouldn't agitate their grievance with me, Mr Speaker, they should agitate their grievance with the people they seem to have a difficulty with; that is, people who are speaking lovingly about an increase in the GST in the federal Liberal Party at a national level.

**The SPEAKER:** I call to order the members for Unley, Stuart and Goyder and I warn for the first time the leader and the member for Chaffey. Supplementary, leader.

#### **GOODS AND SERVICES TAX**

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:38):** Will the share of income tax to be paid to the states be distributed according to the principles of horizontal fiscal equalisation?

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:39):** No, they won't, they will be distributed on a per capita basis because the equalisation has already occurred through the existing GST base. If those opposite understood commonwealth/state financial relations they would realise—

*Members interjecting:*

**The Hon. J.W. WEATHERILL:** And any increase in the GST would be increased on a per capita basis. You only equalise once, under the principles of horizontal fiscal equalisation. Any increase—

*Ms Chapman interjecting:*

**The Hon. J.W. WEATHERILL:** No. This is—

**The SPEAKER:** The deputy leader is living dangerously.

**The Hon. J.W. WEATHERILL:** This is why those opposite are actually not qualified to sit on the Treasury benches because they do not understand—

*Members interjecting:*

**The Hon. J.W. WEATHERILL:** No, this is—

**Mr GARDNER:** Point of order, sir: standing order 98. The Premier has descended well below debate again.

**The SPEAKER:** Listen very carefully to what the Premier has to say.

**The Hon. J.W. WEATHERILL:** It is a very important point. The fundamental supposition of the question is that somehow any increase in spending should be distributed according to—

**Mr van Holst Pellekaan:** You just asked.

**The Hon. J.W. WEATHERILL:** —a principle of—

*Mr Marshall interjecting:*

**The Hon. J.W. WEATHERILL:** No, well, the interjection has come back.

*Mr Marshall interjecting:*

**The Hon. J.W. WEATHERILL:** Well, they have given away the purpose of the question. They are saying that somehow we have been gotten to by Western Australia. Well, what that betrays is a complete misunderstanding of the principles of horizontal fiscal equalisation. Probably the most significant principle that underpins commonwealth/state financial relations, and those opposite do not understand how it operates. If that is the level of research and attention to detail and hard work they engage in and the preparation for questions about these topics, God help them.

**Mr VAN HOLST PELLEKAAN:** Point of order, sir—debate.

**The SPEAKER:** I uphold the point of order.

#### UNEMPLOYMENT FIGURES

**Mr MARSHALL:** I was mumbling, sir.

**The SPEAKER:** Or is it an impromptu speech?

**Mr MARSHALL:** No, not at all. I don't believe in those. They are against standing orders.

**The SPEAKER:** Could you ask a question?

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:41):** My question is to the Premier. Given that the best case low unemployment scenario in the 2015 economic statement requires employment growth to nearly double just to prevent the unemployment rate from increasing, how confident is the Premier in his government's ability to double the state's rate of employment growth?

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:41):** It is a massive challenge, and I could not say that we have great confidence about that because this is a massive challenge. It will require a massive collective effort on the part of the people of South Australia, the businesses, the community, the government, governments at all levels—federal, state and local government—

*Mr Tarzia interjecting:*

**The SPEAKER:** The member for Hartley will leave under the sessional order for the next half hour.

*The honourable member for Hartley having withdrawn from the chamber:*

**The Hon. J.W. WEATHERILL:** I think that we can achieve this if we work together but I do not express great confidence about it because it is a massive challenge and we will need to mobilise every single effort that we have in our state to achieve our objectives. This year has been a year when we have tried to put forward some bold measures about creating activity and growth in the South Australian economy, and we are going to have to even accelerate those efforts further. We are not done yet with this year. There are still very important measures that are yet to be announced as part of the Mid-Year Budget Review and next year we will be accelerating our efforts even further. What I can offer the people of South Australia and this parliament is a year of very hard work, a year of us redoubling our efforts to pursue our economic plan.

*Mr Whetstone interjecting:*

**The SPEAKER:** The member for Chaffey is warned for the second and final time.

**The Hon. J.W. WEATHERILL:** It is a sound plan and it stands in stark contrast with those opposite who have no plan at all for the future of South Australia. So, if—

**The SPEAKER:** That would be debate.

**The Hon. J.W. WEATHERILL:** Mr Speaker, I was asked about my—

*The Hon. A. Koutsantonis interjecting:*

**The SPEAKER:** The Treasurer is warned.

**The Hon. J.W. WEATHERILL:** —state of confidence about this. It would be assisted by those opposite in joining with us in meeting the great challenges that we face in transforming the South Australian economy. We invite them to work constructively with us. There have been some



important areas this year where we have worked constructively together. I hope we are going to do that again on the planning legislation which is before the other place and there will be many other big challenges next year. We will have a very substantial debate about the future of nuclear energy in this state and we will have a number of other important measures as we seek to realise our ambitions about a carbon neutral economy, a carbon neutral city. These will require massive collective efforts to achieve—

*Mr Wingard interjecting:*

**The SPEAKER:** The member for Mitchell is called to order.

**The Hon. J.W. WEATHERILL:** —these things, so I ask those opposite to work with us in achieving these ambitious targets.

#### UNEMPLOYMENT FIGURES

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:44):** My supplementary is to the Premier. Given that he is saying that the low unemployment scenario is going to be a difficult achievement and, seeing as though he wants to have this new period of bipartisanship—

**The SPEAKER:** Could the leader ask a question?

**Mr MARSHALL:** —will the government now adopt the Liberal Party's policy to accelerate tax cuts and extend the small business payroll tax exemption?

**The SPEAKER:** Of course, that question is entirely out of order, and I can see that the Premier is keen to answer it.

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:44):** Not really, no.

#### PINERY BUSHFIRES

**Mr ODENWALDER (Little Para) (14:45):** My question is to the Minister for Communities and Social Inclusion. Can the minister expand—

**Mr Marshall:** No plan to create jobs—none.

**The SPEAKER:** The leader is warned for the second and final time. I am most reluctant to throw out the leader under the sessional order. I give him colossal scope to interject and carry on, and I would ask him to return to order. The member for Little Para.

**Mr ODENWALDER:** Thank you for your protection, sir. Can the minister expand on how the government is supporting the recovery effort after the Pinery bushfire?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers) (14:45):** The Pinery fires have caused great devastation and heartache in the Mid North region. I am incredibly saddened at the loss of life and the numbers injured, including those still in critical condition in hospital.

The full impact of the fires is still emerging. Already it is clear that many people have not only lost loved ones, homes and livelihoods but are also deeply traumatised by their experiences fleeing and fighting the fire. The government will stand by individuals, families and the community on the long journey to recovery. The recovery effort has already commenced. Officers from the Department for Communities and Social Inclusion have worked around the clock to get people the support and help they need.

Three emergency relief centres were rapidly established at Gawler, Balaklava and Clare on the evening of Wednesday 25 November and, as of yesterday evening, 1,162 people have been assisted. Housing SA is leading the emergency relief functional service, with around 60 staff providing assistance and support, and I thank them for their outstanding efforts. As well as the work at the relief centres, Housing SA staff, in conjunction with Red Cross, have begun going out into the community, to people's homes and to local gathering places to speak with those affected to offer support and help.

We are also working hard to get information to the community. The recovery hotline on 1800 302 787 and the official recovery website, at [sa.gov.au/recovery](http://sa.gov.au/recovery), were rapidly activated on 25 November. This website is a one-stop shop for information for both those affected by the fires and those who want to help out. The first Pinery fire recovery newsletter was distributed to the community yesterday through many different channels, and this will be the first of many.

As the Premier has already announced, Mr Vince Monterola was appointed the local recovery coordinator on 26 November. Mr Monterola is a very experienced South Australian and experienced in recovery work, including having led the recovery effort after the Wangary fires in 2005. A local recovery committee has already been established, and I anticipate that a recovery centre will be announced shortly.

The State Recovery Office in DCSI, under the leadership of Ronnie Faggoter, is coordinating the cross-government recovery effort. All government departments are working together and, with non-government organisations and local government, covering everything from roads and infrastructure, essential services, health and welfare support, environmental issues, support for landholders and businesses, waste disposal, replacement of lost documents and support.

The SA Pinery Fire Appeal is being administered by the State Emergency Relief Fund Committee and is supported by the department. Details of how to donate have been widely publicised. I encourage South Australians to give generously. As of this morning, 1,259 donations, totalling \$193,307, have been received and, of course, the Premier has just announced that the South Australian government will put in \$1 million to that fire appeal.

It is incredibly sad to think that we are only just finalising recovery efforts for the Sampson Flat fire. We know that there is a long road ahead for the community of the Mid North, but the government and all South Australians will stand by them.

#### GOVERNMENT RADIO NETWORK

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:49):** My question is to the Minister for Police and Emergency Services. Given that the CFS had radio system failures in Ngarkat in 2014, Sampson Flat in 2015 and Pinery last week, when can CFS volunteers expect a workable system to protect their lives?

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:49):** First of all, I would like to thank the honourable member for his question. It is an important question and one which needs to be addressed with the facts before we jump to conclusions.

I would not agree with the views he has expressed. I do not agree with those but, having said that, I can advise the house that I have had discussions today with a number of people and will review the matter overall. A key part of that matter will be to make sure that any communications issues are addressed as part of that review.

In addition to an independent review, there will be officers from the agency speaking to a number of people immediately with them to get some more facts. I think it is very important that before we start offering solutions we fully understand what the issue is first.

**Mr Pengilly:** It's a lemon.

**The Hon. A. PICCOLO:** The member for Finniss says, 'It's a lemon.'

*An honourable member interjecting:*

**The Hon. A. PICCOLO:** No, he just said it. He said, 'It's a lemon.'

*An honourable member interjecting:*

**The Hon. A. PICCOLO:** No, he said, 'It's a lemon.' If it's a lemon, it's the same lemon which the Liberal Party put in place.

*Mr Whetstone interjecting:*

**The SPEAKER:** The member for Chaffey.

*The Hon. A. Piccolo interjecting:*

**The SPEAKER:** The minister is called to order. The member for Chaffey is already on two warnings. Leader.

#### GOVERNMENT RADIO NETWORK

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:51):** Supplementary to the minister: when can the CFS volunteers expect a workable system to protect their lives?

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:51):** It is a workable system now and, while clearly it doesn't cover 100 per cent, and no network will cover 100 per cent, and never did when it was first instigated by the Liberal Party—and that is not a criticism of that because no system will actually cover 100 per cent—we are working out ways to make sure there are complementary systems in place for those blackspots which will continue to remain. It is an issue which needs to be addressed. What I can say is that it is quite clear—and this is the feedback I get from other states—that our network is one of the best in Australia, if not the world.

**Mr MARSHALL:** Supplementary, sir.

**The SPEAKER:** Supplementary, leader.

#### GOVERNMENT RADIO NETWORK

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:52):** Does the minister think that it is acceptable that the government radio network, one of the largest public safety networks in the world, failed to deliver important messages when our volunteers needed it most?

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:52):** It is quite clear that no government of any persuasion would want to put any of its employees or volunteers or anybody who is in an actual emergency at risk; that is quite clear. What I can say is that we are trying to get to the bottom of what actually did happen, the scope of it, so that we can actually address it.

*Mr Knoll interjecting:*

**The Hon. A. PICCOLO:** The member for Schubert says, 'It's a new problem.' Well, in the last discussions I had with Andrew Allchurch he was talking about an issue regarding Gilbert Valley. This other issue wasn't raised with me at all. Clearly, we need to understand how this fire was different and how the response to this fire was different.

**Mr Marshall:** The previous fires had the same problem.

**The Hon. A. PICCOLO:** No, that's not correct. That is not correct.

*Ms Chapman interjecting:*

**The Hon. A. PICCOLO:** I did read the reports.

**The SPEAKER:** The deputy leader is on thin ice.

**The Hon. A. PICCOLO:** First of all, every fire is different, every response is different, and we need to understand what is different about this one and how we need to improve the system overall.

#### GOVERNMENT RADIO NETWORK

**Mr MARSHALL (Dunstan—Leader of the Opposition) (14:53):** Supplementary: can the minister confirm to the house that the \$175 million upgrade to the GRN will fix all blackspots and allow total coverage in catastrophic events?

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:53):** I thank the honourable member for his question: it's actually a rhetorical question. He knows—and I said it when we actually signed the contract—that no supplier and no network, as I have just said

already if you were listening, can actually provide 100 per cent coverage. What we need to ensure is to understand where that coverage is not available for whatever reason and manage that risk. You can put in complementary systems to do that. That happens right across the world.

#### GOVERNMENT RADIO NETWORK

**Dr McFETRIDGE (Morphett) (14:54):** Supplementary to the Minister for Emergency Services: isn't it true that the government has known since 2003 about the GRN deficiencies in the Gilbert Valley and the South-East?

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:54):** I thank the honourable member for his question. As I just indicated, the GRN network is part of, if you like, the jigsaw. There are other ways of actually communicating as well and we do rely on those. That has been since the government radio network was actually introduced, and the reality is that no single one network will provide that coverage. What you have to do is to ensure that you put measures in place that complement the government radio network and we need to address any deficiencies in the system.

Having said that, the advice to me is that our network does cover the overwhelming majority of the state quite well, and in those pockets, because of either geography or atmospheric conditions on a particular day, a whole range of different factors, the network may not be as efficient as it should be, and that is why we need to ensure that other measures are in place to make sure that information gets out and that we protect our emergency services workers.

*Parliamentary Procedure*

#### VISITORS

**The SPEAKER:** I welcome to parliament today the former member for Semaphore and accomplished speaker of the house, Norm Peterson. The member for Morphett.

*Question Time*

#### GOVERNMENT RADIO NETWORK

**Dr McFETRIDGE (Morphett) (14:55):** Supplementary, Mr Speaker: given the minister's answer just then, why did the now Premier tell the house on 27 March 2003 that there were 38 locations not providing service to expectations? These locations included some significant deficiencies in the South-East and the Gilbert Valley. What has the government done about it in 12 years, minister?

*The Hon. P. Caica interjecting:*

**The SPEAKER:** The member for Colton is called to order.

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:56):** I think I have already addressed that question in my answers.

#### GOVERNMENT RADIO NETWORK

**Mr WILLIAMS (MacKillop) (14:56):** Supplementary to the minister: given your statement a moment ago in answer to a previous question that there are other forms of communication, will you ensure that your government gets on board with the commonwealth government to increase the prevalence of mobile phone towers around South Australia to cover the deficiency that we have?

**The Hon. A. KOUTSANTONIS (West Torrens—Treasurer, Minister for Finance, Minister for State Development, Minister for Mineral Resources and Energy, Minister for Small Business) (14:56):** Yet again, Mr Speaker, the opposition, rather than standing up for South Australia and saying that the commonwealth government should fulfil its responsibilities and make sure that there are no communication black spots using a mobile phone network, what do members opposite do? They say, 'Let the South Australian taxpayers fund it and not the commonwealth taxpayers fund it.' Since when is a mobile phone network the responsibility of the state? Now, I recognise and we recognise that there have been serious cuts made—

*Members interjecting:*

**The Hon. A. KOUTSANTONIS:** —to this network by the commonwealth government and we may need to step in, but it is another example of members opposite simply accepting another cut to South Australia rather than standing up for us. Shame on them!

#### GOVERNMENT RADIO NETWORK

**Mr WILLIAMS (MacKillop) (14:57):** A further supplementary, Mr Speaker.

**The SPEAKER:** More of the same?

**Mr WILLIAMS:** More of the same. Given the Treasurer's response to that, what other forms of communication was the emergency services minister referring to then?

**The Hon. A. KOUTSANTONIS (West Torrens—Treasurer, Minister for Finance, Minister for State Development, Minister for Mineral Resources and Energy, Minister for Small Business) (14:57):** It is not my job to respond for the emergency services minister. The member for MacKillop, sir—

*An honourable member interjecting:*

**The Hon. A. KOUTSANTONIS:** Then why are you asking, because you are asking a question and I will answer it. The minister and the CFS manage risk and they manage it well, but the idea that the commonwealth government can keep on making cuts to these core delivery of services, expecting the states to step in with a decreasing revenue base and members opposite then criticising us for not stepping into the breach that their colleagues and friends in Canberra have made—

**Ms CHAPMAN:** Point of order.

**The Hon. A. KOUTSANTONIS:** —it's ridiculous.

**The SPEAKER:** The deputy leader surely isn't going to make the point that it is debate?

**Ms CHAPMAN:** I would say relevance in the first instance—that would be the number one argument—on the basis that the question was quite simply about what other technology and instruments are being used, not what the commonwealth is doing.

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

*An honourable member interjecting:*

**The SPEAKER:** Oh, splendid, even better. The member for Morphett.

#### GOVERNMENT RADIO NETWORK

**Dr McFETRIDGE (Morphett) (14:58):** Thank you, Mr Speaker, a supplementary on the same question: this morning the minister made a comment that if CFS volunteers could not use their radios to make emergency calls they had other contingencies. What are those other contingencies, minister?

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:59):** Thank you, Mr Speaker, and I thank the honourable member for his question. My understanding is that there is a UHF frequency, which he is aware of, and that is a fall-back position. As I said, it is a question of using a combination of systems or networks to actually get the best coverage.

**Mr Pengilly:** What are they?

**The Hon. A. PICCOLO:** I've just indicated one—and the third one, which I understand is used in the Gilbert Valley, is UHF frequencies which are used between brigades, etc., to communicate with each other.

*An honourable member interjecting:*

**The Hon. A. PICCOLO:** CB—and if they are, in some locations, insufficient, this is what the review will look at.

### PINERY BUSHFIRES

**Mr GEE (Napier) (14:59):** My question is for the Minister for Emergency Services. Can the minister advise the house about the Pinery fire response effort?

**Mr Pengilly:** Just read it straight out, Tony.

**The SPEAKER:** The member for Finniss is warned for the second and the final time. Minister.

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:00):** I thank the member for his question. The Pinery fire ignited at around 12.05 last Wednesday. The fire, fanned by very strong winds and low humidity, made for very difficult conditions. The speed of the fire and extremely low visibility on the ground made fighting the fire incredibly difficult. The fire burnt over 80,000 hectares and had a fire perimeter of 265 kilometres. The fire caused the dreadful loss of two lives and massive destruction in the Mid North of our state, including a large proportion of my own electorate of Light.

Our deepest condolences are with the families affected, and our thoughts are with the communities devastated by the fire. Many communities were impacted, including, amongst others, Owen, Freeling, Hamley Bridge, Wasleys, Kapunda, Tarlee, Templers, Stockport and many others.

I would like to thank the outstanding efforts of our emergency services: the Country Fire Service, Metropolitan Fire Service, the State Emergency Service, South Australia Police, the South Australian Ambulance Service and the Department of Environment and Natural Resources. Each of those contributions cannot be underestimated. On behalf of the state and the parliament, I extend our sincere gratitude particularly to the thousands of CFS volunteers who fought the fire on the ground. I would also like to thank the many government agencies that provided critical support to our first responders, which included over 300 SES volunteers and staff, local councils and—

*An honourable member interjecting:*

**The Hon. A. PICCOLO:** Farm fire units; quite right—and also the 311 Victorian personnel who came to our assistance.

*An honourable member interjecting:*

**The Hon. A. PICCOLO:** I mentioned the farm units. As the Premier mentioned earlier, the current assessments indicate the loss of 87 homes, 388 sheds and outbuildings, 98 vehicles, 93 pieces of farm machinery. As the emergency services minister and member for Light, I know these communities very well, and I am extremely proud and humbled by their response to the fire. This was evident when I caught up with a number of people in my electorate over the days after the fire. Despite the loss suffered by these communities, people have been quick to offer assistance to others. Although the path to recovery will be a long one, I know that their resilience will carry them through this ordeal.

At Wasleys, I heard many horrific stories of people's experience of the fire. The presence of burnt-out vehicles across many roads is probably the image that is uppermost in my mind in terms of the horrific experiences of some people. I heard one story, where a family was driving in a car and the fire caught up to them as they tried to leave the town, and the car caught on fire. I just cannot imagine how horrific that would be as an experience.

The cause of the fire is currently under investigation by SAPOL, but as a matter of course, an independent review of the management of the disaster will take place, as occurred after the Sampson Flat fire. I acknowledge the concerns of the CFS with respect to the government radio network, and I can assure this place that this will be covered as part of that review. As a sector we will seek to understand what has occurred with regard to the network to ensure that we are able to respond in the most effective manner. To assist this process, I have sought advice on the terms of reference for this review.

Lastly, as today marks the first day of summer, I again implore all South Australians in bushfire-risk areas to clear their properties as appropriate and review and update their bushfire action plans. The message from the authorities is very clear: the safest action to take is to leave and leave

early. Once again, we thank our firefighters and all those involved in the emergency response effort and I thank those already involved in the recovery effort.

#### COUNTRY FIRE SERVICE

**Mr MARSHALL (Dunstan—Leader of the Opposition) (15:03):** My question is to the Minister for Police and Emergency Services. Why hasn't the government installed automatic vehicle location into CFS trucks despite promising to do so in February 2010, and will they now do so as a matter of urgency?

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:04):** I can't add more to that answer than the answer I gave the member for Morphett two or three weeks ago when he asked the question. I have asked that very question of my agency some weeks ago when we last met.

It is clearly of importance to make sure that we know where people are when they are fighting a fire. The advice I received is that, given the improvements in technology since that last report came about, there may be more effective ways to achieve the same outcome, and I have asked my agency to report on that as soon as possible.

#### PINERY BUSHFIRES

**Mr MARSHALL (Dunstan—Leader of the Opposition) (15:04):** Supplementary: will the government now implement recommendation 3 of the Australasian Fire Authorities Council's report into the Sampson Flat bushfire which calls for 'complete situational awareness as to the location and tasking of CFS resources'?

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:05):** I thank the honourable member for his question. The advice I received from the CFS, MFS and other emergency services is that the recommendations which they believe are appropriate will be implemented.

#### PINERY BUSHFIRES

**Ms VLAHOS (Taylor) (15:05):** My question is to the Minister for Agriculture, Food and Fisheries and the Minister for Tourism. Minister, can you update the house on how farmers in the region are faring and the impact on tourism following the devastating Pinery fire?

**The Hon. L.W.K. BIGNELL (Mawson—Minister for Agriculture, Food and Fisheries, Minister for Forests, Minister for Tourism, Minister for Recreation and Sport, Minister for Racing) (15:05):** I acknowledge the member for Taylor's close association with so many people in the agricultural fields in her part of the world. Obviously, we have heard already today of the devastation and heartbreak that was caused by last week's fire—two deaths and so much property loss. There were massive losses of livestock as well and crops, although we are not sure yet how much has been lost; the assessors are still out looking at the crop damage.

We are pretty sure, though, that there were 296 property identification codes in the fire area that were registered to have livestock. Our people at the primary industries team have been in touch with 100 per cent of those property owners. So they did a tremendous job. They had their office emergency response set up on the afternoon of the fire. We have had at least 50 people in our biosecurity and other parts of PIRSA working on it.

Of course, when you have a fire of this magnitude in an area such as the area hit, there are also PIRSA staff who have lost homes, and it has had a huge impact on their friends and relatives in the area as well. I want to give a really heartfelt thankyou to all of those people who have done so much to help so many in the past few weeks. It's not over yet; there is plenty more to be done.

The level of professionalism has been outstanding, and it was terrific to go out to the response centre on Friday and actually meet up with the people who were running the coordination process. They were in constant contact with farm owners and, of course, those people who had the terrible job of going out and helping to destroy livestock. No-one wants to do that; it's a terrible job,

and we give thanks that there are people who put their hand up within our Public Service to do those sorts of jobs.

On the tourism front, we saw some pretty disturbing stuff in the paper this morning about rubberneckers, as they were called, people who were going up there to have a look at what has happened with the fire. That's the last thing we want. What we do want is for people to go where the fires haven't had any effect—places like the Barossa Valley.

The government, through the Tourism Commission, is upping the marketing of the Barossa Valley over the next few weeks because we want to get the message out there that these businesses in a time like this actually need to have people coming through their doors, spending money and making sure that people are not scared off because the Barossa, by some miracle, was largely left untouched.

The fire did not jump the highway there, although it went through Greenock. It didn't get across into Nuriootpa, but there are plenty of people in Nuriootpa who have lost a lot. They have lost homes, and in many cases their parents have lost homes as well, so you have two generations of people without their homes. It is really important that people support the Barossa Valley, support the Mid North, and do as much as they possibly can.

I also want to pay tribute to the people in hospitality who opened up their hotels and who provided food to people. We had CFS volunteers coming from other parts of South Australia and we had them coming from Victoria. With the Adelaide Test on, it was actually hard to get accommodation in Adelaide, and we had hoteliers ringing us direct offering up rooms for free for these people. I guess that's a great sign of country hospitality, but it's also the way our publicans shine brightest sometimes during a community's darkest hour.

I want to commend everyone who made a contribution. I know at the Vine Inn, Chris Linde has started a raffle. He wants to raise \$50,000 for the people in his community, and I think we can all probably help him out and buy a few tickets.

#### **CHEMOTHERAPY TREATMENT ERROR**

**Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (15:09):** My question is to the Minister for Health. Given that cancer patient Andrew Knox described this morning's statement by the minister as 'megaphone diplomacy which does nothing for the patients', what steps will the minister take to ensure Mr Knox and other patients affected by the chemotherapy error receive proactive assistance from him, his office or his department to get the health care they need?

**The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for Mental Health and Substance Abuse, Minister for the Arts, Minister for Health Industries) (15:10):** My understanding is Mr Knox was contacted yesterday by a person from Southern Adelaide Local Health Network and spoken to about whatever assistance or needs he has. I think everyone affected has now been contacted and, of course, they were all contacted as part of the review undertaken by Professor Marshall; and all of those who wanted to be involved in that review were spoken to by Professor Marshall and given an opportunity to do that.

As I say, I stand ready to assist in any way. I have made very clear that we stand ready to reimburse any out-of-pocket expenses of any of the people who have been the, I guess, victims of this bungle. That includes Mr Knox, of course, and the same goes for all those others who have been affected by this.

I have offered a heartfelt apology for what has happened. It shouldn't have happened. I am particularly angry that, having made a mistake, the policies that were in place when a mistake is made in Health weren't adhered to by the clinicians. We now have a process whereby the Chief Executive of the Central Adelaide LHN will make a determination about whether to refer those clinicians to AHPRA and, of course, we will undertake our own disciplinary process.

I need to be careful because I don't want to prejudice those deliberations by the Chief Executive of the Central Adelaide Local Health Network, but I have made it very clear that I want her to make those deliberations in a quick way. As I say, I stand ready to do anything I possibly can to assist these unfortunate people, and officials in the department have been in contact with them to convey that offer personally.



**CHEMOTHERAPY TREATMENT ERROR**

**Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (15:12):** Supplementary, sir, if I may, and I thank the minister for his comments in relation to the apology and indication of assistance. But, as Mr Knox has complained—

**The SPEAKER:** Could the deputy leader ask a question.

**Ms CHAPMAN:** Yes. As Mr Knox has complained that he hasn't been consulted on any plan for his recovery, can the minister assure the house that he will, in addition to the matters that he has raised, ensure that the patients adversely affected will be consulted on the plans for their extra recovery?

**The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for Mental Health and Substance Abuse, Minister for the Arts, Minister for Health Industries) (15:13):** Yes, indeed, and I expect that as part of good medical practice. Let me say as well that I didn't know Mr Knox's identity until Mr Knox made the decision to go public. I don't know the identities of any of those involved, other than those who have chosen to make themselves public. Certain individuals within my department know but it is not the practice in Health for individuals' medical records to be passed on to—

*Ms Chapman interjecting:*

**The SPEAKER:** The deputy leader will not breach the standing orders.

**The Hon. J.J. SNELLING:** —the minister. The only people who are told the identities of individuals are those who immediately need to know, including, of course, those who have gone and contacted people. But, with regard to me and my office, we are not privy to individuals' medical records, and nor should we be, so it is not appropriate for me to make personal contact. But, of course, Mr Knox has chosen to make his plight public, as is his right, and I would be more than happy to speak to Mr Knox personally if that was of any assistance to him.

**EMPLOYMENT FIGURES**

**Mr VAN HOLST PELLEKAAN (Stuart) (15:14):** My question is to the Premier. How does the Premier justify his claim that the number of jobs in renewable energy is increasing when figures produced by the ABS show direct employment in renewable energy activities has fallen from 1,950 in—

**The Hon. J.M. RANKINE:** Point of order, sir: standing order 97. The member for Stuart does not have leave to introduce facts into his question.

*Members interjecting:*

**Mr GARDNER:** Point of order, sir—

**The SPEAKER:** No, I am thinking about this point of order.

**Mr GARDNER:** It is a frivolous point of order because you have previously ruled that that very point of order is bogus.

*The Hon. J.M. Rankine interjecting:*

**The SPEAKER:** No, I do not require any help from the member for Wright. There has been this tendency of the opposition to load up their facts at the front instead of at the back and not seek leave for an explanation. The explanation seems to come at the front—

**The Hon. T.R. Kenyon:** Which is the upper house way.

**The SPEAKER:** —which is, as the member for Newland interjects—

**Mr Pisoni:** Out of order.

**The SPEAKER:** —out of order, of course; the member for Unley is quite right. The upper house does it that way and it would be a bad thing if that were introduced, in my opinion, in this chamber. So, the member for Stuart has asked a question. I think we were pretty clear on—

**Mr van Holst Pellekaan:** No.

**The SPEAKER:** No? You did not get to the question?

*Members interjecting:*

**The SPEAKER:** Could the member for Stuart just ask a question?

**Mr VAN HOLST PELLEKAAN:** Yes, sir. In line with your order, you will notice that the facts are at the very end of the question, which is exactly what you asked for. How does the Premier justify his claim that the number of jobs in renewable energy is increasing when the figures produced by the ABS show direct employment in renewable energy activities has fallen from—

**The SPEAKER:** No; the way the question is asked is out of order. The member for Ashford.

#### HIV PREVENTION

**The Hon. S.W. KEY (Ashford) (15:16):** Thank you, Mr Speaker. My question is directed to the Minister for Health. Minister, how is the state government working to create a state with zero new HIV infections by 2020?

**The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for Mental Health and Substance Abuse, Minister for the Arts, Minister for Health Industries) (15:16):** I thank the member for Ashford for the question. She has a great record of advocacy on behalf of people affected by HIV. World AIDS Day is held on 1 December each year. It is a day for people to show support for people living with HIV and to remember people who have died from the virus. It is also an opportunity to raise awareness of HIV, to take action to reduce the transmission, and to ensure that people living with HIV can participate in the community free from stigma and discrimination.

South Australia continues to invest in primary and secondary HIV prevention, testing, treatment, care and support. The government is working in partnership with many non-government organisations, including Relationships Australia, Centacare, the Royal District Nursing Service, and the Scarlet Alliance. Together, they provide services across the many groups in our community who are at risk of HIV and blood-borne virus infection.

I would like to take this opportunity to acknowledge the new collaboration between SHine SA and the Victorian AIDS Council: the South Australia Mobilisation + Empowerment for Sexual Health (SAMESH). SAMESH have hit the ground running with HIV and STI prevention campaigns, and a counselling service is underway. Soon, they will be part of South Australia's first HIV rapid testing pilot.

The main goal of Australia's Seventh National HIV Strategy 2014-17 is to work towards achieving the virtual elimination of HIV transmission in Australia by 2020. To make progress on this ambitious goal, South Australia is prioritising access to voluntary testing, linking people to care and enabling newly diagnosed people to commence treatment as soon as possible. SAMESH are active in their cause for pre-exposure prophylaxis (PrEP) to be made available in Australia. When tested overseas, PrEP has been found to be 90 per cent effective in protecting some at-risk communities from contracting HIV.

The federal government's Therapeutic Drugs Administration is currently reviewing PrEP, and while it is important that a thorough risk and safety assessment is undertaken, should it be found to be beneficial and safe, PrEP should be made available in Australia as soon as possible to people at high risk of HIV infection as it will go a long way towards helping us achieve our aim of zero new infections.

Can I take this opportunity to not only support those in our community who live with HIV and AIDS, and to commemorate those who have died, but also pay tribute to those who work in our community to care for those people living with HIV and AIDS. Together, through meaningful partnership with the communities most at risk of HIV infection, we can all achieve our collective aim: the elimination of HIV transmission in Australia by 2020.

**The SPEAKER:** For the benefit of the member for Stuart, standing order 97 reads:

In putting any such question, a Member may not offer argument or opinion, nor may a Member offer any facts except by leave of the House and only so far as is necessary to explain the question.

When I became Speaker I had a meeting with the leader and I expressed the view that a good question was a quick question and, generally, explanations disappeared. What the member for Stuart is doing is trying to offer facts without seeking leave to make an explanation. That is the problem. The problem is not whether they are at the front or the back, the problem is that the member for Stuart hasn't sought leave to make an explanation.

*Mr Marshall interjecting:*

**The SPEAKER:** The leader interjects, 'Go back to explanations.' You can but I remember, as minister, explanations were so long that I had time to get on the phone to my chief of staff and find out the answer before the explanation finished, but if you want to go that way, if the opposition wants to go that way, it is a matter for the opposition, but they will do it in accordance with standing orders. The member for Stuart.

### CLIMATE CHANGE

**Mr VAN HOLST PELLEKAAN (Stuart) (15:20):** My question is to the Premier. Can the Premier advise the house if the government has achieved its target, announced in 2005, for all buildings in the Adelaide CBD to have zero carbon emissions by 2012?

**The Hon. A. KOUTSANTONIS (West Torrens—Treasurer, Minister for Finance, Minister for State Development, Minister for Mineral Resources and Energy, Minister for Small Business) (15:21):** Ultimately, the government has a lot of aspirations when it comes to dealing with global warming. Global warming is a very important aspect—

*Members interjecting:*

**The Hon. A. KOUTSANTONIS:** The government is aiming for \$10 billion of investment in low carbon energy generation by 2025. We are also seeking to make sure that many of our buildings are energy efficient and are not emitting carbon. Obviously, the transition period has been difficult, but the government is aspiring to some very bold ambitions and we will have more to say about it in the upcoming budget.

*Members interjecting:*

**The Hon. A. KOUTSANTONIS:** I understand that members opposite are interjecting one at a time on all different points of this without having released a policy at the last state election on this issue. So, I find it a little bit rich, given that members opposite have no policy on this. The majority of them deny that global warming is occurring and now seek to attack the government for not having done enough. It reminds me a lot—

*Members interjecting:*

**The Hon. A. KOUTSANTONIS:** By 2002. Is it 2012, 2005 or 2002? Perhaps they should speak to each other before they ask a question or interject. The only shame in your interjections is, unfortunately for us, Mr Speaker—

**Mr GARDNER:** Point of order: this is debate.

**The Hon. A. KOUTSANTONIS:** I hope not, sir.

**The SPEAKER:** Yes, I hope it isn't debate either. Continue.

**The Hon. A. KOUTSANTONIS:** Absolutely not, sir. So, the government is on track with, I think, leading the nation in low carbon investment.

*Members interjecting:*

**The SPEAKER:** The member for Unley is warned.

**The Hon. A. KOUTSANTONIS:** Yes, the tactical spray of going from one topic to the next must be great; it must work really well for you. Mr Speaker, this government has, for a long time now, put its hopes and aspirations in new industries that will replace the old industries, those carbon-emitting industries. We want to make sure that the investment in the low carbon economy has benefits to local South Australians. We believe that by having our buildings made energy efficient there will be benefits not only for the building owners, not only for the buildings that we own but also

for the opportunities for manufacturers in South Australia to try to make those products. The Premier and the Governor, in his speech at the beginning of the session, announced an aspiration to have a carbon-neutral city—the first in the world. These aspirations are derided by the opposition. They don't believe we need to reduce our carbon footprint; they don't believe we need to tackle global warming.

**Mr GARDNER:** Point of order: far from answering whether they have achieved their target set by 2012, the minister is debating.

**The SPEAKER:** I uphold the point of order.

#### CLIMATE CHANGE

**Mr VAN HOLST PELLEKAAN (Stuart) (15:24):** My question is to the Premier. Did the government reach its target to offset 30 per cent of greenhouse emissions by 2010 and 50 per cent of greenhouse gas emissions by 2014, as it announced in 2008?

**The Hon. A. KOUTSANTONIS (West Torrens—Treasurer, Minister for Finance, Minister for State Development, Minister for Mineral Resources and Energy, Minister for Small Business) (15:24):** I don't have that information with me but I will get a detailed—

*Mr Pisoni interjecting:*

**The SPEAKER:** The member for Unley is warned for the second and final time. The member for Hartley, I welcome him back. He has a clean slate.

**The Hon. A. KOUTSANTONIS:** Feel free. Begin! I don't have that information here at hand, but I will get a detailed answer for the member.

#### CARBON NEUTRAL ADELAIDE

**Mr VAN HOLST PELLEKAAN (Stuart) (15:25):** My question is again to the Premier. Are there currently more or fewer carbon tonnes emitted in the Adelaide CBD now than in 2005 when the government announced its target of carbon neutral city by 2012?

**The Hon. J.W. WEATHERILL (Cheltenham—Premier) (15:25):** I will bring back an answer on that but my recollection from the—

*Members interjecting:*

**The Hon. J.W. WEATHERILL:** Most people in South Australia are proud of our leadership role in relation to renewable energy and those opposite—

*Members interjecting:*

**The SPEAKER:** The Premier has certainly not commenced to debate the question, yet the opposition is subjecting him to an avalanche of interjections. I ask them to desist.

**The Hon. J.W. WEATHERILL:** Despite the fact that there has been a substantial increase in the city population and despite the fact that there has been a substantial increase in the economic activity in the Adelaide City Council area, I can confidently say that there has been a reduction in emissions over the relevant period, and that is consistent with the approach that we have managed to achieve here in South Australia—over the last decade, a reduction in carbon pollution on 1990 levels by 9 per cent, yet an increase in economic activity of 60 per cent, so the decoupling of economic growth from carbon emissions.

This is something we should be proud of in South Australia, this is precisely where the world needs to head if we are to combat the dangers of global warming, but more importantly to take advantage of the technological opportunities associated with the new industries that come with a low carbon economy. There are real advantages to be first movers. We have a proud tradition and a proud tradition of achievement here in South Australia. We had no wind farms when we came into government. We now have 41 per cent of the nation's installed wind capacity. We now have one in four houses with solar panels on the roof and we are now the home of some important technology companies which are seeking to unlock the technological challenges associated with the storage of electricity.

This represents the sort of jobs of the future that we should be seeking and striving for, and what we want to do is to present on a national stage, where we get much more respect than we get in this chamber, on the international stage, our credentials in leadership in this area. As the climate change chief has acknowledged when she was in Adelaide, when South Australia hosted a national forum, South Australia's leadership role is respected, not only in the way in which we are seeking to prevent global warming but how we are responding to it. South Australia has been asked to address an international forum, the COP21. We are asked to address an international forum on the leadership role we have played in South Australia—that is something we should be proud of.

#### **MINERAL AND ENERGY RESOURCES**

**The Hon. T.R. KENYON (Newland) (15:29):** My question is to the Minister for Mineral Resources and Energy. Can the minister update the house on initiatives to assist South Australia to reclaim its mantle as one of the world's major suppliers of copper?

**The Hon. A. KOUTSANTONIS (West Torrens—Treasurer, Minister for Finance, Minister for State Development, Minister for Mineral Resources and Energy, Minister for Small Business) (15:29):** I want to thank the member for his question and his enthusiastic support for unlocking the full potential of our state's resources. I note members opposite mocking our copper strategy in the previous answer—member for the Eyre Peninsula, the member for Finniss, openly mocking—

**Mr Treloar:** Flinders.

**The Hon. A. KOUTSANTONIS:** Flinders, is it? Sorry. We mark a 40-year milestone in the history of the resources sector in this state. In 1975, a secret was unlocked under hundreds of metres of weathered rock (sandstone and limestone) in our state's north. Nine holes were drilled and there were nine misses, but it was RD10 on the tenth attempt that, at 170 metres below the surface, Western Mining struck copper. That was the genesis of Olympic Dam, the world's fourth largest copper deposit and the world's largest uranium deposit. Forty years ago is a long time. Even the member for Mount Gambier was a young man 40 years ago.

Quite frankly, I think we are well overdue for another discovery in this state to rival Olympic Dam. This week we announced 20 million reasons why explorers should be looking to South Australia and their own chance to write their way into our nation's history books. Exploration is not easy. Most of South Australia's resources lie hidden deep under cover, but technology and our ability to analyse seismic surveys and geochemistry have come a long way in 40 years. I am confident that, if you provide the explorers with the knowledge and the tools, they will come and so will the discoveries.

There is a lot of terrain to cover, and the \$20 million PACE copper program will rekindle the search, with the world's largest airborne survey taking in the western frontier of our state's copper belt. At 444,000 square kilometres, the survey is covering an area larger than California. Our investment aims to generate more than \$400 million in private mineral exploration return for the state, and create and retain up to 1,000 direct and indirect jobs within the minerals industry and services sector.

Our expectations are based on previous experience borne out by the success of PACE since its inception more than a decade ago. The state government is prepared to share the risk, because PACE demonstrates that these partnerships lead to jobs and discoveries. In these challenging times when capital and finance drilling programs are scarce, PACE is more important than ever. It is not just me saying it. Jason Kuchel, the chief executive of the South Australian Chamber of Mines and Energy—a member of the Liberal Party, I understand—said:

The Government recognises just one single mine can be a game changer for the State's economy...Bold action must be taken. Focusing this on the natural advantages and opportunities of the State's resources wealth is the right direction for the government to be taking.

*Mr Knoll interjecting:*

**The DEPUTY SPEAKER:** Order! The member for Schubert is called to order.

**The Hon. A. KOUTSANTONIS:** Adelaide Resources Chairman, Mr Colin Jackson, also yesterday used an address to shareholders to acknowledge the role PACE funding played in maintaining its drilling program—

*Mr Knoll interjecting:*

**The DEPUTY SPEAKER:** You are now warned for the first time, member for Schubert.

**The Hon. A. KOUTSANTONIS:** —and I thank him for his acknowledgement. As he pointed out, when today's investor expects instant gratification, PACE allows companies to maintain their persistence.

*Mr Knoll interjecting:*

**The DEPUTY SPEAKER:** Member for Schubert.

**An honourable member:** Chuck him out.

**The DEPUTY SPEAKER:** I might have to.

**The Hon. A. KOUTSANTONIS:** In exploration, as in many things, persistence is the key to success, and PACE copper will allow South Australia to maintain its persistence in pursuing our goal of regaining our position as a titan in the world of mining and persistence in achieving our objective of tripling copper production to one million tonnes by 2030. Copper has a key role to play in the world's advancement. I note that members are bemoaning the spending of \$20 million, but I believe it is essential for renewable technologies that will help us combat climate change and global warming, and the building block of modern urbanised communities so, when the world post Paris looks to a supplier for copper to build their modern carbon-free economies, I want them to look to South Australia.

#### *Ministerial Statement*

#### **CLIMATE CHANGE**

**The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for the Public Sector) (15:33):** I table a ministerial statement made by the Minister for Sustainability, Environment and Conservation in the other place. I also table South Australia's Climate Change Strategy 2015-2050—Towards a low-carbon economy.

#### *Grievance Debate*

#### **PINERY BUSHFIRES**

**Mr GRIFFITHS (Goyder) (15:34):** Parliament is quite a boisterous place, but today has been rather sombre on many occasions when we have talked about what is the tragedy now known as the Pinery fires. I wish to recognise the words put onto the record by government members and I certainly offer my appreciation to them for the assistance provided to the community in ensuring that efforts are being made.

As the member for Goyder, which covers the Mallala, Pinery, Owen, Hamley Bridge and Barabba communities—not quite Stockport but close to that—I went through the fire scene on Thursday, and it nearly renders you speechless, I must say. In driving through, it is near impossible to believe or to respect what the ferocity of the fire must have been because the impact of it is so pronounced. There is not a stalk remaining. It is 85,000 hectares of area and there is not a stalk. It is as though nothing has ever grown upon that land.

*An honourable member interjecting:*

**Mr GRIFFITHS:** A 'moonscape' is the example used, and that adequately describes it. When I drive around and look at an individual property and see everything is burnt around it but through some miracle the home has been saved, it just goes to demonstrate to me that the response was significant from volunteers, paid staff, but importantly from farm units too, and it must have literally been hundreds. In talking to a Mallala resident on Thursday evening after visiting other parts that I had not seen in the morning, he recounted the story to me that, when he went to the Pinery area and

was involved with other farm units in trying to support and save a home, the people there first were from Paskeville.

It is as though people from 100 kilometres away recognised how dangerous it was from about midday on Wednesday, and they responded no matter where they were to come over and help, and there are so many examples. This chap gave me the same example of a home being under attack, and that is how they described it, and the collection of people who were there fighting the fire had nearly given up. The smoke was pronounced, they could barely see, it was impossible to transport you around, and all of a sudden a plane comes down through the smoke and drops the gel onto the house and saves it.

It is a level of coordination that is near impossible not to get emotional about because you see the sacrifices that people make, often on occasions where they do not know who owns the property—that is just it—but they wanted to come over and help. It leaves a lasting impression with you that as a society we have a responsibility to help others.

I am pleased that the Premier has made the announcement of support for the Pinery fundraising efforts that are going on, and I commend him on that. I am pleased for the individual responses that have been received from the Minister for Agriculture, the Minister for Social Housing, Communities and Social Inclusion, and the Minister for Emergency Services. I know that the Minister for Emergency Services has been a contact opportunity for me, so based on what I am being told by people, if something needs to happen, I contact the minister and he is helping to create a change straightaway, so I want to put on the record my appreciation of that.

Last Wednesday was the most challenging of days. Those who have lived there all their lives told me they have never seen anything like it. It whipped itself up, it sucked all the oxygen in to generate what it needed to burn, and it left literally nothing behind. Not only is the broadacre farming area completely denuded but there are so many areas along fence lines, and obviously they are down and the trees are burnt.

When I went through on Thursday morning many roads were still closed but there was a frenzied effort being made by anybody who had anything that looked like a heavy machine that still operated to clear the roads. CFS trucks were still there. I believe there were 80 units on the fire ground at one stage, eight planes were in the air, it must have literally been hundreds of farm units, which is a bit scary when you think of it, because many of those operate with a fairly limited supply of water. They might only have between 500 litres up to 1,500 if they have a bigger rig, but they went there and did what they could.

In this place—and we get a bit loud sometimes—there has been universal support provided by all in the chamber in recognition of those who made sacrifices. The tragedies of death and injury will live with those who are family and friends of those people forever. I did not know Janet Hughes from Hamley Bridge. Minister Bettison and I spoke about her because minister Bettison informs me that Janet was an employee of the department that she runs.

I do know Mr Allan Tiller, and I know his wife, Jenny. I contacted Jenny on Thursday after I had been told late on Wednesday evening about the tragedy. He is an exceptional man who leaves behind some lasting legacies of what he has done in the community. He is the salt of the earth and, if we were all like him, we would live in a much better place.

For those people who have been seriously injured and are being treated, I offer my deepest sympathies. I have heard that varying degrees of injuries were sustained, and that is horrendous. For those people who lived through the dilemma of the fire, and who no doubt will have nightmares about what they suffered occupy their dark and lonely nights, I only hope that the community support continues. A lot of coordination is occurring to try and get people back on their feet. There will be those around them who continue to support them but as a parliament we owe it to all those people who suffered terribly, and 85,000 hectares, to do all that we can for them.

#### **LITTLE PARA ELECTORATE**

**Mr ODENWALDER (Little Para) (15:39):** Like all members here, this time of year sees us all juggling our parliamentary duties with many commitments particularly around schools, and I just want to speak about a few school graduation ceremonies I have attended in the past week.

The first two were the graduation ceremonies for the two secondary schools in my electorate, both of which have undergone massive change in recent times, and they are both in the process of transforming themselves under exceptional school leadership into modern colleges which serve the needs of local students, that is, to offer them an exceptional and relevant education and to do everything they possibly can to lead them towards fulfilling and relevant vocational pathways.

Members may remember that in this year's budget \$7.5 million was allocated to Fremont Elizabeth City High School to become what they call the state's first transformational school under the leadership of principal Rob Knight, who came from Clare High School. As well as brand-new facilities and learning spaces for technology, arts and humanity subjects, students are already benefiting from radical new approaches to the curriculum itself.

This new approach focuses on bringing out the best in each individual student and creating pathways to further study or employment tailored to individual student's needs, and the aim is that students will be better prepared, obviously, for life after high school. The school is also transforming on the outside, with new uniforms and a logo and a change in name to Playford International College, which has been approved by the school community and by the department and which will officially open next year.

So, every step of the way principal Rob Knight has brought the community along with him. He has boundless energy and a belief that the school can be and is being transformed, and there are already substantial changes. There is a palpable sense of pride amongst both staff and students of Fremont. There is a sense that things are finally happening where, for so long, there was stagnation.

Perhaps the best early indicator is the improvement in SACE completion rates. In recent years, Fremont has had amongst the worst completion rates in the state, hovering around the low 20 per cent. This year they are on track to achieve results somewhere above 80 per cent completion, which anyone would agree is a remarkable transformation. This is an exciting time for my old school and I look forward to watching Playford International College transform into a great 21<sup>st</sup> century secondary college.

I was proud that night, as always, to present my Community Leadership Prize, but I am also very proud to have been able to facilitate the presentation of \$4,000 worth of scholarships in the name of the Andrew Knox Foundation, which I will speak about at a later date, but for those of us who knew Andrew this is a very fitting legacy to be able to give scholarships to underprivileged children who want to make their lives better.

It is a similar story with Northern Adelaide Senior College (NASC). Under innovative and energetic leadership, a school which was largely no longer fulfilling its purpose has been transformed. In the case of the Northern Adelaide Senior College, it was not simply a change of name, from Para West Adult Campus, but a change of physical location, from a tired, old site some kilometres away from the centre of Elizabeth to a co-location arrangement with Elizabeth TAFE, adjacent to the Elizabeth City Centre, the train station, St Patrick's Technical College and, perhaps most importantly, the City of Playford's Northern Sound System, with whom NASC is building a successful symbiotic relationship around music and performing arts education.

And, like Fremont, the changes are stark and palpable. Principal Colleen Abbot can take a fair amount of credit for this remarkable change. She has overseen this process, not only the physical move but the updating of the curriculum and the switching of focus towards vocational and educational outcomes and SACE completion, where the focus should be. But credit should also be given to the work of the outgoing school council chair, Dr Bev O'Brien, who will be a great loss to the school and also to Northern Connections, where she was most recently employed, as well as supportive voices in government—current and former ministers for education, including the member for Wright, the Premier and the former member for Napier.

With the time I have left, as well as my two local secondary school graduations, last week I also had the opportunity to represent the Minister for Education at the graduation ceremony of the Disability Transition Program, a program which works with schools and with Barkuma to build vocational pathways for students with a disability.



The Disability Transition Program is an excellent example of collaboration between the disability, education and employment sectors, and it really does highlight this government's commitment to supporting young people with disabilities. The program has been in operation for over 10 years and it supports metropolitan Adelaide students from the three schooling sectors to complete their SACE and to make effective transitions from school to the workforce, or to traineeships, apprenticeships or further education.

In 2015 over 60 students from 31 schools across the three schooling sectors participated in the Disability Transition Program. As well as learning technical skills and direct vocational skills, the participants also focused on other less tangible skills: resilience, persistence, time management, and communication skills, which, as we know, are skills that employers look for. I was very proud to represent the minister on that evening.

### **PINERY BUSHFIRES**

**Mr KNOLL (Schubert) (15:44):** I rise today to talk on the Pinery fire that affected parts of my electorate last week. At the start, I would like to acknowledge and briefly mention Janet Hughes and Allan Tiller, the two members of our community who lost their lives last week. Interestingly, both of them were moving in vehicles around the fire, and it does seem that there was a great risk for those people who were in transition during that fire period when it was coming over.

As I took a tour down the Sturt Highway and the Daveyston to Freeling roads, I saw the burnt-out vehicles of the people who were driving with obviously very poor visibility and had had accidents with other cars, trees or other stationary objects. They must have felt fear as the fires came towards them. I will describe the situation as it unfolded on the Wednesday.

A staff member in my office, Courtney, has a lot of family who live in and around the area that was affected and who knew the Tiller family. She was monitoring the fire and saying that she thought it could become a thing as the conditions were catastrophic, but it was not until about 3 o'clock in the afternoon that it got really quite serious for us in the Barossa or, indeed, for the Schubert electorate.

At that time, we started to see a cloud of smoke come across the Barossa. It is really difficult to describe, but at about half past three in the afternoon the cloud came over the Barossa. I was in Tanunda, and I had just finished a meeting, and the cloud came over in probably a five-minute period. During that five-minute period, everybody who was on the road was basically plunged into darkness, and the automatic lights of cars started to come on because it was so dark. It did look a little bit apocalyptic.

However, at that same time the electricity went out. In addition, the internet stopped working, the data stopped working on our phones and phone calls became impossible to make on mobile devices. We could send text messages, and they were received and sent sporadically, but essentially all communication was shut down. What then happened was that all the shops closed, so anybody who was looking to buy some supplies—batteries, torches, water or basic essentials—could not do that, and anybody who wanted to get petrol could not do that either.

The entire community shut down, and what made matters worse was that all the traffic was being diverted off the Sturt Highway through the Barossa, down through Nuri, into Tanunda and out through Gawler, as the only means of getting to Adelaide. Can I say that we should be so grateful in this house and in the broader community because had that fire jumped the Sturt Highway in any significant way—and there were a couple of spots by Sheoak where it did jump but was stopped, and for that we are extremely grateful—it would have made a beeline straight towards Tanunda.

We would have seen a bunch of roads gridlocked because people were trying to find an alternative route from the Sturt Highway. It would have been coupled with traffic that was already trying to get home because it was seen that a serious and catastrophic fire event was potentially coming our way. Certainly, all of us received text messages to go home; indeed, even as far as Angaston people were told to evacuate. Had the fire jumped the Sturt Highway, we would have seen I think mass casualties on a much larger scale because we would have seen thousands of people gridlocked on roads who had nowhere to go as the fire came towards them. It could have been a much more horrific situation than it was.

It is interesting that this is the third fire in three years. I was a preselected candidate when the Eden Valley fires occurred, and they were purely contained within my electorate. Earlier this year, we had Sampson Flat bushfires, and we saw the devastation when 30-odd people lost their houses. It is a community that has taken this long to recover, and now we have to start the process all over again. It is not something we need to be proud of, but my community reacts so well in these situations—we come together and we look after each other. The individual stories I have heard about people offering advice, assistance and aid and of people thinking of others in the community are truly remarkable.

The last comment I would like to make is that we do need to keep aware of the mental health of people within those communities over the coming months. I talked to some farmers who on Friday were fine, but by the time I talked to them on Sunday the enormity of what had happened had hit them. Once again, I am very proud of the community I live in and the way that we respond, but I do not look forward to the task at hand except that it will bring out the best in what our communities have to offer.

### DOMESTIC VIOLENCE

**Ms HILDYARD (Reynell) (15:49):** I rise today to speak about two important events I have been privileged to work on with members of our southern community, events which rightly focus during our 16 Days of Activism around violence against women on preventing and ending domestic violence.

Many members of this house attended last week's White Ribbon Breakfast where we were again inspired by the extraordinarily courageous Rosie Batty when she spoke about how this scourge that is domestic violence reaches into every corner of our community, that it knows no boundaries in that it happens in every suburb in the big houses and the small ones, and in the families who have spent their entire lives here and in those who are newer community members.

It also knows no boundaries in terms of how we can respond. We can all play our part in ending it. We can all take responsibility to do whatever is within our power to speak up and out and spread the word that there is no excuse and violence is never an option. Our community, when we work together, has such a big, strong and powerful heart. It is so important that, as leaders in our community, we do whatever we can to ensure our laws, policies and services are the best that they can be for those who are affected by domestic violence.

We must also do whatever we can with local community members to raise awareness about the gender inequality that underpins the shocking statistics on domestic violence and that we raise awareness about how we can work together at a local level to address this inequality and to end this violence.

The Rise Up event to end domestic violence was held last Thursday in Ramsay Place. It was developed by community leaders, including those from the City of Onkaparinga, Uniting Communities, Anglicare SA, Communities for Children, Centacare, Community Health Onkaparinga, myself and my office. It was ably led by Malcolm Dean, a lovely man extraordinarily committed to bringing our community together to end violence against women. Local musician Forte performed, myself and others had the privilege of speaking, and community members enjoyed living art installations, activities for children and a community barbecue cooked by community foodies.

In ending the scourge that is domestic violence, it is crucial that these community groups take on leadership roles. It was wonderful to see them out in force, taking responsibility and doing their part in this challenge that our generation faces. I pay tribute to each of them for their work, their courage and their hope.

I have spoken to this house many times about domestic violence—one of the most pressing issues facing us today. Sadly, more than one woman per week has lost her life this year as a result of violence by a partner or former partner, and there is a devastating impact on the children who witness it. Formerly known as 1,000 Butterflies for Non-Violence, the Butterfly Walk, which will be held this Sunday at Christies Beach also as part of the 16 Days of Activism, is a wonderful symbol of our southern community's collective resolve that we will not stand for domestic violence.

I am deeply proud to be part of a community that actively works together to prevent and eradicate domestic violence. This year our community was directly affected by its horrific reality when we lost beautiful Jackie O'Hide, a young woman taken way too early. Her death, as well as the deaths of other South Australian women, serve as a stark and devastating reminder of the enormity of the problem that we face and the urgency of the actions that we must take to ensure that we do not mourn one more woman—not one more.

While our community still grieves for her loss and for the loss her two little boys will know for the rest of their lives, we have also pulled together as a community to reach out to any woman experiencing violence and to those who do not understand what respectful relationships are. This Sunday's Butterfly Walk will send another strong message that our southern community does not accept domestic violence.

I have been active for my entire life around the issue of domestic violence and will continue to speak up about it and encourage others to speak up also. I am committed to working with others to educate our boys and girls about respectful, appropriate and loving relationships. Butterfly Walk is a beautiful community display of a similar collective commitment. It is a gathering of community members with a message of hope that, when we work together as a community, we make a difference.

The Butterfly Walk and Rise Up are just parts of the journey that we are taking together in our southern community to end domestic violence. I look forward to continuing this journey with our southern community and, indeed, with all of the community leaders in this place, and I thank everybody for their efforts during this past week and beyond.

#### **SPORT AWARDS**

**Mr WHETSTONE (Chaffey) (15:54):** I rise today to speak about the 2015 KPMG Celebration of South Australian Sport which I recently attended in my role as shadow minister for sport and recreation. The celebration event featured the KPMG South Australian Sport Hall of Fame, The Advertiser Channel 7 Sports Star of the Year awards and, of course, the Sport SA awards. I would also like to welcome Michael Wright to the role of President of Sport SA, and his speech raised some really important points about how governments should be supporting sport in South Australia.

I would also like to acknowledge Rob Gerard AO. His passion and advocacy for sport is surpassed by nobody and his strong passion and presence in trying to drive and promote the Commonwealth Games coming to South Australia in 2026 was really one of the highlights of his speech.

Five South Australian sports stars were inducted into the hall of fame—Robert Newbery in diving, Sandra Pisani OAM in hockey, Karen Rolton in cricket, Lorraine Eiler in basketball and Norm Claxton in, of course, baseball. I would also like to acknowledge the award winners of the night. The Sports Star of the Year went to cyclist Rohan Dennis. Rohan is a fine young South Australian and I will speak about the conversation that I had with him a little bit later. The Junior Sports Star of the Year is swimmer Kyle Chalmers. The Team of the Year is Adelaide United. They had a spectacular season last year: they are not travelling as well at the moment but I wish them luck for the rest of the year.

The People's Choice Award went to netballer Renae Ingles. Renae was known as Renae Hallinan and recently married Joe. She won the People's Choice Award, and I can understand why. The award for Elite Athlete with a Disability went to Brayden Davidson in athletics. He is a great long jumper. The Tanya Denver Award for Endeavour and Sportsmanship went to Danielle Hill in harness racing.

Administrator of the Year is Sue Dewing from the SANFL. Coach of the Year went to Gareth Jones in SA Golf. The Country Athlete of the Year went to Georgie Seidel, who is involved in rowing. It is a great achievement for a girl who lives such a long way from all the major facilities, and she is still able to achieve what she does. She is a great athlete. The Significant Event of the Year was the Sunday Mail City-Bay Fun Run, and Joe Stevens heads up the fantastic group that organises that run.

Community Event of the Year went to Surf Life Saving SA for their Junior State Championships. I am sure the member for Bright would be very keen about that award. The Official of the Year went to none other than cricket umpire Steve Davis. Steve Davis is a well-known South Australian and has made an outstanding contribution to cricket. I had a conversation with Steve after the awards and he is heading over to the UK to promote cricket in a limited overs series there. It is great to see Steve being recognised.

The Volunteer Award went to James Lang in cricket. The Richard Newman Primary School Sports Award went to Charlotte Kempnaers-Pocz. She plays tennis at the Glenelg Primary School and is a great young athlete with a huge future in front of her. The Secondary School Sports Award went to Kyle Chalmers in swimming at Immanuel College, and that is well deserved.

While I have limited time left, I want to touch on Rohan Dennis's achievements. He was awarded Sports Star of the Year for the second time in three years. He is a fine young South Australian and a very humble sportsperson, and I was lucky enough to talk with him for 15 or 20 minutes after the awards when he opened up about the pressures of elite cycling. He has a huge future in front of him. He has had an outstanding 12 months, as I said, having won this award twice in three years. He is a star of the future and a star of the professional cycling world. Rohan Dennis not only won the Tour Down Under but he went on to win the yellow jersey in the Tour de France in the opening stage, the 13.8-kilometre prologue in Utrecht in the Netherlands. His goal was to simply start and finish the Tour de France, yet he was able to beat some of the world's best in that first stage, becoming only the seventh Australian ever to wear the yellow jersey. I will continue my remarks in an adjournment.

Time expired.

#### **VOLUNTEERING AWARD FOR OUTSTANDING SERVICE**

**The Hon. P. CAICA (Colton) (16:00):** I just want to acknowledge and recognise a few of the many outstanding volunteers I have in my electorate. My electorate is a better place for the work that is undertaken by those volunteers. On this occasion, I particularly want to focus on the Minister for Education's Volunteering Award for Outstanding Service 2015.

This is a fantastic initiative, initially undertaken by the former minister for education and carried on by our current minister, which is a great thing. It recognises the immensely positive contribution volunteers make to children and students in our community. It was a huge success in my electorate in its inaugural year last year and this year is shaping up to be just as wonderful.

The aim of this award is for schools, preschools and kindergartens to formally recognise the efforts of one or more outstanding volunteers each year, as well as to allow the minister and the public to thank them for their work. As I said, I would like to take this opportunity to acknowledge and pay tribute to this year's recipients in my electorate. I am pre-empting a bit; I am sure they do not read *Hansard* very often, so I am still sure it will be a surprise for them when it is announced later next week. I do not want to spoil the surprise for those presentations that are next week, but here I go.

From the Barbra Kiker Memorial Kindergarten—I can tell you that it is not spelled the same way as my name, but it is a very good kindergarten in my electorate—the 2015 recipients are Lea Nancarrow and Donna Knights. Lea was selected for her great success in her role as chairperson of the governing council, as well as for her commitment to fundraising efforts and various community events. In particular, Lea is being recognised for sourcing a new outdoor learning environment for the kindergarten. Donna is being recognised for her generous role in volunteering and assisting the kindergarten across a range of fields, particularly attending excursions, helping with filing, and organising the kindy's library.

From Fulham Gardens Primary School—another great primary school—the 2015 recipients are Ellen and Ray Fry. Ellen and Ray received the award last year, and it came as no surprise to me when their names popped up again, and it will not surprise me if they go for a three-peat in 2016. The Frys have worked tirelessly at Fulham Gardens for many years and together provide a wonderful service to the school. Ellen coordinates the canteen, whilst Ray is a committed handyman who manages the school's garden areas with so much pride.

Fulham Park Preschool chose this year to dedicate the award to its 2015 governing council, which is comprised of a large group of very dedicated and committed parents. I do remember when the award was first announced that it was very difficult for some schools. They made the point, 'It is hard for us to recognise a single volunteer amongst the very good volunteers we've got.' Quite simply, we said to them, 'Put in as many names as you want, if you so choose; there's no problem with that.'

Fulham Park Preschool have dedicated their award to the governing council, as I said. The members of the 2015 governing council have been committed to raising awareness in the community about the preschool, to improve facilities and to raise funds to support children's learning. Congratulations to Katherine Gariboli, Bronwen Tait, Bianca Kannanne, Amanda Jurisevic, Gemma Yolland, Jean Morella, Jenny Lewis, Kerra Renfors, Kobie Duffy, Marta Germinario, Nor Varisco and Sheron Bleasdale. I congratulate each and every one of them.

From Grange Primary School, the 2015 recipient is Debbie Moore. I have had a lot to do with Debbie. She is an exceptional person who supports the Grange Primary community through her role as chairperson of the school's governing council. Debbie is committed to student welfare and often negotiates with the City of Charles Sturt council and South Australia Police to help improve student safety.

Henley Beach Primary School—my old primary school—this year selected Nancy Coleman as the 2015 recipient for her generous role in volunteering her time to the Grub Club at Henley Beach Primary School and her dedication to educating students about fresh produce. From Henley Community Kindergarten—my old kindergarten—the 2015 recipient is Shelly Nelson for her commitment to preserving the values of the library at the kindergarten. Shelly donates generous amounts of her time to the library, assessing each book to ensure that the catalogue is appropriate for the children.

Henley High School—my old high school—who did not participate in the award last year, have this year selected Shujun Gao as the 2015 recipient for her generous commitment to the school's international students through intensive secondary English classes. Shujun also assists teachers by acting as a translator when presenters visit the school.

Seaton Park Primary School selected Kathy Drew (and I presented her with her award yesterday) for her positive influence on students and fellow volunteers. Kathy assists in the classrooms and on excursions and has an unwavering commitment to building the profile of Seaton Park's community garden. Finally, Star of the Sea Primary School selected Glen and Marju Pill as its 2015 recipients. The Pills are both generous with their time and assist the school across a range of fields, in particular Marju, who reads in the junior primary classes, and Glen, who works with the learning assistance program. I congratulate each and every one of those volunteers.

#### *Bills*

### **MOTOR VEHICLES (TRIALS OF AUTOMOTIVE TECHNOLOGIES) AMENDMENT BILL**

#### *Second Reading*

Adjourned debate on second reading (resumed on motion).

**Mr TRELOAR (Flinders) (16:05):** I rise to contribute to the debate on the Motor Vehicles (Trials of Automotive Technologies) Amendment Bill 2015. I note that we will be supporting the bill, but I know that a number of my colleagues on this side are looking to make some comments with regard to this very interesting bill and one which, potentially, brings a lot of change to not just South Australia but the way we live and travel around the world.

There has been much media interest in this story throughout South Australia and, indeed, throughout the country. The bill will enable the minister to authorise trials of automotive technologies and issue exemptions from the relevant provisions of the Motor Vehicles Act 1959 and any laws that regulate drivers and the use of motor vehicles on roads. Essentially, what the bill allows for is trials rather than on-road driving, but it is early days at this stage.

The government claims that it aims to place South Australia ahead of the technological curve and be the lead jurisdiction in real life trialling of driverless vehicle technology in Australia. While the bill may make South Australia the first jurisdiction in Australia to allow trialling of cars on our roads,

it is not a new concept internationally. As I said earlier, it does not permit driverless cars to operate on South Australian roads, it simply allows trials which are individually approved by the minister.

It raises the question, I guess, as to what are driverless vehicles, sometimes known as autonomous vehicles. Vehicle automation can range from full autonomy, where no human intervention is required, to vehicles where human intervention may be required under certain conditions. Different countries and different companies are using different terms to describe these new technologies. In fact, in the United States the National Highway Traffic Safety Administration has proposed a formal classification system, which is divided into levels. There are five levels, beginning with level 0 (only the Americans could do that).

At level 0, the driver completely controls the vehicle at all times, which is pretty much what we are used to at the moment. At level 1, individual vehicle controls are automated, such as electronic stability control or automatic braking. The shadow minister has already suggested that his Commodore, his modern state-of-the-art Commodore, incorporates some of these automations. At level 2, at least two controls can be automated in unison, such as adaptive cruise control in combination with lane keeping. I am not aware, but I suspect that cars are produced these days which already have automation operating in unison.

At level 3, the driver can fully cede control of all safety critical functions in certain conditions; in other words, hand the car over to the automation. The car senses when conditions require the driver to retake control. I guess a bell goes off, or something like that, a buzzer maybe, but certainly the car senses and gives that indication when the driver needs to retake control and provides a sufficiently comfortable transition time for the driver to do so. I guess in 2015 we would have to see it to believe it, but no doubt we are working towards that.

At level 4, which is the top level, the vehicle performs all safety critical functions for the entire trip, with the driver not expected to control the vehicle at any time. So you hop in, close the door and away you go and, when the car stops, you are delivered safely to your destination. As this vehicle would control all functions from start to stop, including all parking functions, it could include unoccupied cars which raises the possibility of vehicles being used for delivery of goods throughout the metropolitan area and beyond. There are alternative classification systems around the world but that is the one that is recognised in America at the moment.

It is important to distinguish systems by their degree of autonomy and by the functions that are autonomous—for example, keeping the vehicle in a lane at constant speed or automatically braking to avoid obstacles. Autonomy is scaled. Our shadow minister spoke at some length about this but the government actually has no plan for jobs growth in this announcement. In fact, they are suggesting that it is potentially worth some \$9 billion to Australia in 10 to 15 years' time, but how precisely that is likely to unfold remains to be seen.

The legislation, as I understand it, is about potentially luring car manufacturers here to road test their vehicles at this point in time and the government is obviously hoping that, by having car makers testing here, they can generate and grow new tech industries here in South Australia. Of course, before our very eyes, we are seeing the demise—sadly, I think—of the car manufacturing industry here in Adelaide which has been a foundation of our manufacturing economy for almost 70 years. There is a company already based here in Adelaide, known as Cohda Wireless, and they are already very much at the cutting edge of this technology and are in fact world leaders.

It has been suggested about this driverless car technology under Google, Uber and other more recognised car makers that the real advancement in driverless cars was achieved some years ago, so it is not the first time this government has been late to the table, but it would seem they are on this as well. Some of this technology has been around since the 1980s, and I think the real challenge for legislators in this example and many others is having legislation keep up with the technology because our technology, not just in transport and automobiles but in a whole host of things including information, data and media, etc. is progressing so rapidly that our legislators and parliaments such as this struggle to keep up with that.

Fundamentally many cars are already quite driverless and other jurisdictions are well advanced in this space. The real benefit will come when vehicles can talk to each other and we do not even need traffic lights. In other words, drivers will no longer be required to make decisions about

when to go, when to stop, when to avoid other cars. That decision is made by the vehicle itself thanks to technology, thanks to computers, and I assume global positioning satellite technologies as well.

That GPS technology is widely in use already. There are examples of that here in Australia today. There are driverless trucks in the Pilbara that are directed from offices in Perth. There are driverless trains hauling iron ore from the Pilbara to the coast. Our large airline passenger planes often are flown by computer. Once the pilot has taken off, it is put on auto-pilot and away it goes, so essentially they are flying themselves. Even in the industry that I come from—namely, agriculture—we have tractors, harvesters and spray equipment which is controlled, or at least steered, through GPS technology. The operator actually does very little at this point rather than just being in charge. Ultimately our cars will move beyond that point; our tractors, harvesters and trains may as well.

Internationally there has been a great deal of thought given to what laws will be necessary for the general operation of driverless vehicles. Their widespread operation will pose complex legal challenges, which I have already alluded to, and in particular will determine liability in the event of any accident. One would assume that there will be fewer accidents, in fact, because human error will not be a part of our roads and our cars.

There has been a little bit of mirth directed towards the minister, given his trial and unfortunate bumping into the blown-up kangaroo. I had some sympathy for you, minister, because you had to do it and you had to try it. I can guarantee, from personal experience, that I would far rather bump into a blown-up kangaroo than a real one at high speed—which, in fact, I have done, and probably a number of members in this house have done it, and it is not much fun at all.

**Mr Tarzia:** On Magill Road.

**Mr TRELOAR:** The member for Hartley has done it on Magill Road.

**Mr Tarzia:** No, almost.

**Mr TRELOAR:** Almost—it might have been a blown-up one. The fact that these automated cars are able to sense the environment around them will remove the risk of all those things, not just of hitting other cars but of hitting any obstacles along the way.

I know that we are only talking about trials at this stage, but I am a great believer in technology and I can see this technology fundamentally changing the way we transport ourselves, our families and our goods and the way we go to work and even the way we work. It will change public transport. I am being particularly selfish here, but as the member for Flinders I do about 50,000 kilometres a year around the electorate of Flinders. I am sure colleagues of mine do an equivalent number within their electorates on an annual basis. I have the luxury of being able to fly to Adelaide for parliament, but many of my colleagues do not, so they do that 50,000 kilometres plus some, I am sure.

At the moment, for those on this side at least, we all drive ourselves for those 50,000, 60,000, 70,000 or 80,000 kilometres a year. What a luxury it would be to hop into a car, sit in the passenger seat and be driven to our destination, not by somebody else but by an automated car. It could provide an opportunity for all sorts of things—to do some work along the way, to prepare our next speech for parliament or even to make some phone calls. However, even the phone calls are somewhat problematic because I do not have service over a lot of my roads in the electorate of Flinders, but that is a discussion for another day. It may even mean that our Speaker is able, for the first time, to get his own car.

Technological advances invariably result in fewer jobs, not more, and that is what technology does. I have used the example of agriculture. I know full well that our farmers in South Australia are growing more and more grain than they ever have in the past, yet they are doing it with fewer and fewer people, and that is as a result of technological advances and automation. I suspect that in the long term this will have the same result: it will result in fewer jobs in the transport industries rather than more.

There will be great changes associated with this, and I speculate that it will change the way the taxi industry operates. If you think Uber is a change, this will bring much more. I am speculating here, but it may even bring about the revival of country pubs. There is no doubt that the drink driving

laws that were brought in some 20 years ago now saved lives, but they also had an impact on the way pubs operate, particularly country pubs and the way country people socialise. It will no doubt bring changes to all those things, and I look forward very much to the revival of country hotels.

I have a few minutes left and I want to digress for a moment and talk about something I have spoken about before, and it is a related matter, that is, the cost associated with gaining a driver's licence in this state. My wife and I have four children, and at 17 our youngest now very proudly possesses his P plates. As an L-plate driver, he had to acquire 70 hours of logbook driving before he could qualify to get a P plate, and the kids aim to do that within a 12-month period.

It is an extraordinary burden, I would suggest, on families, particularly on those who do not always have the capacity to provide the opportunity for their children to drive for 70 hours, or to take long drives in the country, or even to give them instruction, as both parents are often busy working, or it is a single parent family, or only one car is available or no car is available. All of a sudden these kids are required to get a licence—and they are required to get a driver's licence because in this day and age it is still so important to have a driver's licence for work, for education, for family life and for socialising, particularly so in the country.

The time component has been raised significantly in recent years, and we did that in this parliament. A monetary cost is also associated with driving lessons and, quite frankly (and I know this for a fact), it is beyond the capacity of some of our families living in this state, which in some ways pushes them to the fringe of socialising, work opportunities, education and family interaction.

In closing, I would like to say that the car, as I have described, is so essential to our modern way of life. That is not going to change any time soon. We are going to continue to be a nation of car lovers. Some of us, I am sure, will continue to drive for recreation rather than just for work because it is very enjoyable. As a former farmer, one of my real pleasures was driving around the countryside looking out of the window and looking at what was going on in the fields as I drove past.

If we have an automated car, I will have even more opportunity to do that because I will not have to even check the road; I can continue to look in the fields from side to side, so I am looking forward to that. Cars will remain essential. I look forward to seeing how these trials unfold. I have no doubt that the technology will be upon us before we know it, and there has been speculation that driverless cars will be available on the open market within 10 years; it would not surprise me if it was even sooner than that.

**Mr WHETSTONE (Chaffey) (16:22):** I too rise to make a small contribution to the Motor Vehicles (Trials of Automotive Technologies) Amendment Bill, which relates to driverless cars in South Australia. I have watched the driverless cars with great interest and, as the member for Flinders has said, I think they create huge opportunity. There are some challenges to it but, while we are looking at a glass half full, there is opportunity for this new technology to bring us maybe not quite to the Jetsons, but it will bring us close because the Jetsons do not have wheels—potentially, the driverless car is relying on a road, not on clear space.

The bill does not permit driverless cars to operate on South Australian roads outside the trials which are individually approved by the minister. The state government says that it is estimated that the driverless vehicles industry will be worth tens of billions of dollars in Australia in 10 to 15 years, but there has been no further detail on what that industry is based on and just how it is going to be worth tens of billions of dollars to create jobs and create a manufacturing industry in South Australia.

Sadly, all the trial cars are not Australian. Why is that? We have a government that is relying on overseas technology. Obviously, some of those partners with the cars are not Australian. I do not know whether there is any Australian technology in those cars as we speak, but at the moment the only technology that has come out of Australia for the trials is the blow-up kangaroo. It was good to see that we, as South Australians, hosted an International Driverless Cars Conference in November; and, as I noted watching the news, it was a Volvo and it included two days of testing on the Southern Expressway. Obviously, the Southern Expressway being closed—probably one of the better roads in South Australia—the question would need to be asked—

*Members interjecting:*



**Mr WHETSTONE:** No matter who built which way, the reason that it was built one way the first time was because—

*Members interjecting:*

**The DEPUTY SPEAKER:** Order!

**Mr Duluk:** The State Bank; bankrupted the state.

**Mr WHETSTONE:** Exactly right. I think that the member for Kaurana has already felt the wrath of trying to be a smart Alec and the member for Schubert certainly put him back in his box.

**The DEPUTY SPEAKER:** Sit down, member for Chaffey. I remind all members of the standing orders, which require all members to be heard in silence, and I will not hesitate to name people. It is ridiculous. We are having a serious debate and you are all yelling out. I cannot hear what is being said, and that is actually important. Member for Chaffey.

**Mr WHETSTONE:** Thank you for your protection, Deputy Speaker. The transport minister, unfortunately, failed to dodge that inflatable kangaroo during the demonstration, but I am advised that the Southern Expressway test was successful at speeds of up to 70 km/h. I guess that, while the kangaroo was stationary in the middle of the road, I dread to think what could have happened if that was a moving kangaroo. It could have damaged panels, it could have created harm.

With tongue in cheek I say that but that is what trials are about. I was quite alarmed to think that light was made of that. It was a stationary target and that car with huge advancement, huge technology bolted to it, still managed to hit the kangaroo. Maybe it was the minister's driving, maybe it was just the way that the minister handles a car, I don't know. However, in saying that—

**Mr Wingard:** He wasn't driving; he was just sitting.

**Mr WHETSTONE:** Yes, well, it was just the curse he put on that steering wheel. I note that it was reported that taxpayers spent about \$30,000 in sponsoring the driverless conference. The driverless car trials in South Australia have created interest there is no doubt, but this is all just about publicity at the moment. I think that we are a long way from being very much more than serious.

Some might say that it was a distraction from the bigger issues, and I think that the biggest issue in South Australia is jobs. I would say it is spin that it is going to create a \$9 billion industry, that it is going to create many, many jobs. We have to look at the practicality of just exactly how these driverless cars are going to work.

If you look at the number of taxis in South Australia, you look at the number of delivery vans and you look at the number of vehicles providing employment for people, and if you look at it in reality, those driverless cars will not employ a taxi driver. You will not have to sit next to someone who needs to use an underarm deodorant. You will not have to worry about any of that. You can fit an extra person in a taxi. There will not be anyone employed but you will be able to fit an extra person in there and you will go from point A to point B with a car that is driverless.

As we have said, we need new jobs and the prospect of driverless cars from 2030 and beyond really raises questions about our economy. Maybe we can look at manufacturing components of a driverless car. We have proven that we cannot manufacture cars in South Australia and in Australia competitively, so no doubt the cars will be built overseas.

As South Australians we have to be smart and we must have the capacity to put the technology in the cars, but, again, at the end of the day to be real, how many jobs is this industry going to create? A robotic vehicle that is designed to travel between destinations without a human operator must qualify as a fully autonomous vehicle and must be able to navigate without human intervention to a predetermined destination on roads that have not been adapted.

That raises the next issue. Yes, driverless cars do need a certain standard of road, they do need beacons and they do need a lot of precautionary measures on the side of the road. They do need some form of magnetic strip to keep them on the right side of the road when they hit potholes—

*An honourable member interjecting:*

**Mr WHETSTONE:** Oh, that's right, the condition of roads. Minister, how are driverless cars going to cope in the regions of South Australia?

*The Hon. S.C. Mullighan interjecting:*

**Mr WHETSTONE:** Magnetic strips.

*The Hon. S.C. Mullighan interjecting:*

**Mr WHETSTONE:** No, magnetic strips. Minister, you have all the answers. What are you going to do about the backlog of maintenance on roads in South Australia?

*The Hon. S.C. Mullighan interjecting:*

**The DEPUTY SPEAKER:** Order!

**Mr WHETSTONE:** What are we going to do about it when a driverless car hits a pothole and spears off the road? That happens now. What are you going to do about fixing up our roads? Yes, that will create jobs, but it has to be the will of the government to fix up the roads in the country, not just build new roads and fix up roads in the city. So far it is a one-sided argument. I like the technology, but it is about what the technology has to operate on, and that is the condition of our roads.

Obviously I see it all the time, living in the regions, in the electorate of Chaffey. It is hard to see how they are going to tackle the conventional roads that we currently drive on. I think that, yes, these vehicles could potentially provide a much safer passage for long distance travel, particularly on highways, freeways and superways, but there is still a long list of questions that need to be asked and answered before we can progress from trials, as I said, on a small section of smooth roads that the Liberals built opposed to a rough section of roads that the current government has just built.

*Members interjecting:*

**Mr WHETSTONE:** No, no; I say that in jest. The Southern Expressway is a fine stretch of infrastructure, and I think both governments can take credit for it. It just took a little longer to get it built than most people would have liked. A number of companies are developing and testing driverless cars at the moment, including many European vehicles: Audi, BMW, Ford, Mercedes, Renault, even Google—and I think that the Google car has been the most interesting to watch—General Motors, Volkswagen and Volvo. The government claims that it aims to place South Australia ahead of the technological curve and be the lead jurisdiction in real-life trialling of driverless vehicle technology in Australia.

The Premier has stated that the technology promises to include safety and lower emissions. Yes, I agree; that is possible. I think to take the human error out of driving can help lower emissions and it can help safety, but I am not saying that it is the ultimate answer. Driverless vehicles are currently being trialled in the UK, and Volvo expects its vehicles, which have been tested in Sweden, will be available for customers by 2017. If we are saying that by 2017 customers will be able to use a driverless vehicle that has a lot of technology that the member for Mitchell's Australian-built car already has, we have a lot of testing and trialling to do before they can be successful on South Australian roads.

Four US states and Washington DC have changed legislation to allow driverless vehicles on their roads. Volvo has predicted that cars could be ready for public use on Australian roads by 2020. So, minister, you have a lot of roads to fix up and a lot of safety barriers to put up before those vehicles are going to cut the mustard, particularly on regional roads.

The state government has dismissed fears that the technology would cost the jobs of drivers, but I do not believe that the concerns of the Public Service and the transport industry can be dismissed that easily. At the moment, it is just a feelgood operation, a feelgood test, and it is being tested in a very safe environment, but let us get out into the real world so that we can test cars in real time and be serious about whether driverless cars can cope with South Australian country roads.

We all know about autobahns, freeways and superways. Yes, I am sure that those roads can be set up to take driverless cars, but South Australian roads, and in particular Australian regional roads, are some of the toughest, hardest and undermaintained roads in the world, yet we have this

spin about how driverless cars are going to be one of the saviours. It is a bit like the time zone change proposal really.

The Premier has said that every step of the technological innovation carries with it change and that means the loss of some jobs but the creation of jobs in other areas. I think we have acknowledged that over and over again, particularly with my contribution. If the legislation is passed, it will facilitate public road testing, which we are told is unlike in many other countries, as I have already stated, which offer only selected roads or geographical areas. I am just wondering what insurance companies will think, particularly when these cars will be dealing with some of our unmaintained roads. It will be an interesting area.

When the legislation is developed, it will need to provide safeguards, including requiring companies to submit detailed trial plans to the government and having sufficient insurance. Reports of trials will also be tabled in parliament and penalties will still apply if tests breach road laws beyond the scope of the trial. How will driverless vehicles adapt to regional areas and regional roads? Why are we focusing on a potential pipedream when there is a huge backlog of road maintenance? As I have said to the minister, yes, we can have all the shiny spin and all the TV and media there, but when we have to deal with the real-life situation that is where the tests will start and that is when the rot will stop.

A Senate inquiry held in Adelaide last month heard that driverless cars are still a long-term vision and unlikely to be seen on Australia's roads within the next five years; however, the inquiry did find overall that driverless vehicles will inevitably become the norm on Australia's roads. I hope they are. I really do because, if we have the norm on Australia's roads, we will have better roads, we will have safer roads and we will have safer cars.

The expert panel told the inquiry that self-driving cars, buses and trucks will save lives, improve congestion and reduce freight costs, as more than 90 per cent of crashes and consequent deaths and injuries on our roads can be attributed to human error. The South Australian Road Transport Association has raised some concerns and believes that more than 240 legislative changes would have to be made before the vehicles could be made available for the public and that the vehicles could also become unreliable when travelling through wireless blackspots. Maybe the Treasurer can give us an update on what is going to happen, as he did today with the bushfires.

Executive director, Steve Shearer, said, 'I don't think I have yet met a politician who would be prepared to sign off on authorising a driverless vehicle.' I think time will tell. Minister, maybe you will be the first, sir. Time will tell. The US has done plenty of work in the area of driverless vehicles. An article in *The New York Times* reports, 'Google, a leader in efforts to create driverless cars, has run into an odd safety conundrum.' Humans are the conundrum. Last month, as one of Google's self-driving cars approached a crosswalk, it did what it was supposed to do when it slowed for a pedestrian crossing. Its driver safety light came on and it applied the brakes. The pedestrian was fine, but the car refused to move.

So, there are many ways that this technology needs to be refined and needs to be adapted to Australian roads. As I have said, the member for Flinders did talk about trucks, tractors, trains, heavy equipment, planes, boats and ships. They all drive themselves. They do have some form of human intervention, but when we look at all those vehicles, none of them are on South Australian regional roads.

Obviously, it could help aged drivers. Pensioners will not have to go and get their driving test. They can just get into a driverless car and go where they need to go. The social element, particularly with drink driving, could be a thing of the past. Obviously, the problem of people who drive long distances and suffer from fatigue could be a thing of the past as well because we might have drive-and-sleep rides. You never can tell: that could be a part of the future.

I think every person in this place is happy to watch, with caution, to see how the driverless cars will perform and interact with our roads, but I think that, particularly in South Australia, the government has a long way to go to get our roads up to scratch and maintained, with all the technology around the car. It is not just the car that needs to have all the technological advances; it is about what else needs to be put around that car, whether it is safety barriers, magnetic strips up the centre of the road or whatever it is. All the roads have to be adapted and a lot of changes need

to be made. I think the balance will unfold as time goes by. I watch with caution and look forward to technology helping our driverless car industry.

**Mr PICTON (Kaurna) (16:41):** I was not originally planning to speak in this debate but, having listened to a number of the speakers during the second reading debate, I felt compelled to make a contribution about this bill. When we speak in this house, we need to think about not just how it will be regarded today but how our words will be regarded in history. Our good friends in Hansard write down every single word we say, record it and publish it for centuries to come for people to reflect upon. One area in which people clearly look foolish when you look back at decades or centuries past is where—

*Members interjecting:*

**The DEPUTY SPEAKER:** Members on my left!

*Mr Tarzia interjecting:*

**The DEPUTY SPEAKER:** You might have been out once, but you are warned again, member for Hartley.

**Mr PICTON:** —is where people talk about technology, and predictions about technology inevitably turn out to be wrong. We have gone from a world where computers could only fit in a room to one where now computers fit in your watch. We have gone from—

*Mr Whetstone interjecting:*

**The DEPUTY SPEAKER:** Member for Chaffey, I remind you that you are on your second warning, and you will leave us. He does not care, I suppose—but your electorate will care, member for Chaffey. I ask all members to observe the standing orders. Member for Kaurna.

**Mr PICTON:** Thank you, Deputy Speaker. We have gone from a world where you had blacksmiths in every neighbourhood to auto mechanics and, in the future, clearly, cars are going to be more and more dominated by computers. Yet, we have not seen some of the predictions that we have had for the future, like flying cars or the hover boards I was dutifully promised by 2015 by *Back to the Future Part II*.

It is a very brave politician who gets up and predicts exactly what is going to happen in the future in 20, 30 or 40 years' time. I think that needs to be borne in mind when we hear some of the joking about what I think is a very serious bill and a very serious policy proposal by the minister. We have heard it described as a distraction, as being just about publicity and as just a feel-good operation, whereas in actual fact I think this is a very significant move and something in which South Australia is clearly a leader. We should be a leader in technological advances in this field and in others.

Those of us in the house who drive regularly—of course, not all of us; the Speaker, notably, does not—are used to actually driving the vehicle. We are used to being in control of the steering wheel, the brakes and all the other things such as lights and indicators on the vehicle. The idea that one day in the future the vehicle will be able to drive itself upon instructions from us seems, to be honest, a little bit scary to some people and it seems a little bit like it is going to be too hard to actually work. I think, in the future, people might look back on this debate and say that they could not believe there was a time where cars could not drive themselves. I think that we need to bear in mind how people who laugh at this proposition today will be regarded in the future.

I think in South Australia we need to be ahead of the curve. Particularly, as the state's lawmakers, we should aim to be ahead of the curve on technology, instead of what we usually do as lawmakers in this state, in this country and around the world, which is drag woefully behind the state of technology.

In this regard, I congratulate the transport minister on taking a lead and bringing this bill to the house for South Australia to be one of the great leaders in the whole world in terms of driverless car technology. I think that we inevitably will not know what the outcome of this technology is going to be at this point in time, so the idea that we should give speeches hypothesising on what types of technologies will be needed—I note that members have referred to magnetic strips, which I think is a new addition to the technological advances, but maybe there is some future for magnetic strips—

*Mr Tarzia interjecting:*

**The DEPUTY SPEAKER:** The member for Hartley is warned for the first time for the second time today. Your electorate would be ashamed. Nobody else needs to speak except the member for Kaurana.

**Mr PICTON:** I think that it is very brave indeed to make those sorts of predictions. What we should be doing is supporting the development of technology. We should be setting the parameters in law about how that technology should play out and should be developed, and there is no way that anybody is going to be able to make a particular promise of what amount of industry is going to happen in South Australia or how many particular jobs are going to happen in this industry.

I think we can safely say that if we are a leader in this area then there are going to be more jobs than if we are a follower in this area. We already have some industry in this area. Cohda Wireless are a significant company in South Australia which are developing technology in driverless cars, and we should be backing them, not waiting for other states and other countries to take the lead while we pick up the technology later.

I think that this bill will not be the last time that we talk about driverless technology in South Australia. I predict that there will be other bills in the future as we identify more of the legal issues that have to be grappled with for this very new and emerging technology. There is a whole range of road rules that would need to be altered if this technology were to go beyond a trial stage, and I welcome that. I welcome the debates in the future. I think, though, that us being the leader in this technology sets us up for good industry development and a good future for people in South Australia.

**Mr TARZIA (Hartley) (16:47):** I will do my best to follow up on that—

**The DEPUTY SPEAKER:** I won't stop anyone speaking over the top of you.

**Mr TARZIA:** —enlightened contribution by the member for Kaurana. I also rise to support the minister, despite his interjections—

*Ms Digance interjecting:*

**The DEPUTY SPEAKER:** I was joking.

**Mr TARZIA:** I rise to support the Minister for Transport in the Motor Vehicles (Trials of Automotive Technologies) Amendment Bill 2015. A trial can sometimes be a good thing, because sometimes the Department of Transport gets it wrong—maybe not through any fault of its own, but they do get it wrong. A trial will enable these corrections to occur so that we as a society are better off for going through these trials and hopefully end up in a better spot than when we began.

I will give you an example. During the week, DPTI staff installed some speeding detectors in my electorate of Hartley. However, I am led to believe these were not fitted properly and in the right area, and they led to my constituents being kept awake through the night. A complaint was made to DPTI, and to their credit, they corrected this issue. Now, the residents in my electorate who were affected by these devices can sleep at night.

I am very grateful for DPTI in the trial, error and the correction that they have made. This is a microcosm to the trials, perhaps, that we are looking at supporting here. The government want to say that they are innovative and that this has not happened in other parts of the world, but it has happened in other parts of the world. They are trials. There will be errors made. There will be things that they get wrong, but overall, I think if they can learn from the experiences undertaken in these trials we will be in a better spot.

I rise to make some brief comments on the bill specifically. I will always welcome any initiative that progresses the interests of South Australia. We need to be doing much better in the R&D space, and much better in the innovation space. The key to increasing the wealth of our state is through investing in areas where we do value-add, there are no two ways about it. In this case, we have a bill that seeks to promote technological advancement in an area untried by other jurisdictions in Australia. It is an instance where South Australia, at least at the moment, compared to some of our peers, does seem to take the lead.

Although the legalisation of driverless cars through trial is a good news story and it has made popular news headlines, what is truly important is, as I said, the tangible benefit that this technology will bring and will have on South Australia's economy. We are still at the trial stage. There will be errors made. We need to get these right. As my colleagues have alluded to, there are many problems that do exist with the technology at the moment, so we still have a long way to go. South Australia's advancement within a niche industry and South Australia's job creation opportunities depend on areas of increased research and development and innovation.

The initiative has definitely been heralded by the government as a job creation policy. As I said earlier, I would certainly welcome any initiative which progresses South Australia's interests and creates jobs. However, we are yet to see where these jobs will be created, so I remain cautious on that front. What jobs will they create? What jobs will they destroy? These are valid questions that need to be asked because if you did get this technology to a stage where drivers are not required, what jobs will the technology then replace? What drivers will then be replaced? These are credible questions that need to be asked.

The majority of job creation and technological advancement in this area actually occurred, I would have said, three to four years ago when the initial research and development was being executed overseas by companies such as Google and Uber. Now the government seeks to implement the bill that is before the house in an attempt to encourage car manufacturers to test their driverless car technologies in South Australia. As I have said, while I welcome any investment or stimulus in South Australia, I would hate to think that the real and significant opportunity for job creation, when the technology was in its infancy, and technological advancement that the initiative offers passed some years ago when the technology was being developed and implemented overseas.

What scares me about this technology, and there have been comments made about the outside nature of the business, is about how a lot of the IP will not stay in South Australia. This is a real risk. Have a look at companies (say, in America) like Boeing, for example. When someone sets up shop here and their IP is in a state and their back of house is in a state, that company, on more occasions than not, will stay in that country and the jobs will stay in that country.

I cannot guarantee that that is going to be the case here because, as mentioned by my colleague (the member for Mitchell) earlier, what I think the most likely scenario that may occur, following trials, is that companies may then leave and profits may go from South Australia. They will take their IP, they will take their expenditure, their revenues, they will take their profits and they will take their jobs back overseas. If the initiative is to be a real job creator for South Australia then what we have to do is we have to entice these companies to move their operations to South Australia, to move their IP to South Australia, to move their data to South Australia and to move their back of house to South Australia. Short of this I cannot really see how this technology is going to be the silver bullet that South Australia needs. It might add value—I am sure it will add value—but it is not going to be the silver bullet that South Australia needs.

I urge the Minister for Transport to ensure that we do things to ensure that these companies invest in South Australia for the longer term, not the short term, that we create jobs and that the profits stay in the hands of South Australians and South Australian jobs. I would appreciate any indication from the state government about where it expects these additional jobs, how they will be generated, how many jobs will be created from this initiative and the sustainability of this potentially new South Australian industry as a jobs generator.

Judge us on our record, they say. Well, that is not the most credible record at the moment. We have all heard of the recent promises made by the government of 100,000 jobs, 5,000 jobs in mining, and the list goes on. I am not shying away from the fact that these are incredibly challenging economic times but what we want to see from this government is a tangible well-constructed framework with some answers, not some pie in the sky target. We are beyond that in South Australia. South Australians cannot afford that any longer. I would appreciate some answers in regard to these issues.

Another issue I want to highlight is the caution with which we should approach this technology from a safety standpoint, and I have an article here entitled '4 driverless cars get into accidents in California'. I will read an excerpt as follows:

LOS ANGELES Four of the nearly 50 self-driving cars now rolling around California have gotten into accidents since September, when the state began issuing permits for companies to test them on public roads.

Four out of 50 is 8 per cent. We cannot afford 8 per cent of these cars to be having accidents on our roads. I know that the kangaroo was an inflatable kangaroo, but I speak on behalf of all the other kangaroos in our electorate. I get the odd one, especially in the eastern part of my electorate, as well as koalas. In all seriousness, I do not want to see humans being victims but also animals and these are serious issues.

*Mr Whetstone interjecting:*

**Mr TARZIA:** The member for Chaffey has travelled north of Gepps Cross several times, unlike some people in the government.

*Members interjecting:*

**The DEPUTY SPEAKER:** Order!

**Mr TARZIA:** Let's face it. Some of these roads are in decay for whatever reason. They are decayed, they are in poor condition. The technology is not where it needs to be at this point in time. I want to believe, I want to be a true believer, but until these issues are rectified, I cannot have full confidence in this technology. Obviously we are still developing this technology; therefore, we must closely monitor the rollout of the technology.

As I mentioned earlier, although South Australia may be the first state in Australia to legalise the trialling of driverless cars on our roads, it is not new internationally and, therefore, just like the staff at DPTI learnt their lessons when my residents could not sleep during the night because of their trial, we also need to learn from the mistakes of our peers overseas who have gone through this and have engaged with billions and billions of dollars of investment and made mistakes to get this right.

Obviously we know what we are talking about when we talk about autonomous and driverless vehicles. Comments have been made about other jurisdictions—the United Kingdom, the US, for example—as well as consultation with relevant stakeholders. Many South Australian Road Transport Association comments were referred to, as well as those of Cohda Wireless, Flinders University and the Centre for Automotive Safety Research.

I am willing to give this technology a go. As I said at the outset to the minister, I support this technology, I want to believe, but we need to make sure that we get these issues right before this kind of technology is to be employed in a much greater manner on our roads for the safety of the people of South Australia. I commend the bill to the house.

**Mr DULUK (Davenport) (16:59):** I also rise today to speak in support of the Motor Vehicles (Trials of Automotive Technologies) Amendment Bill 2015, but only briefly. I put on the record that this bill relates purely to the trials of autonomous vehicles and not to any commercial legalisation.

South Australia was once known as a state of pioneers and pioneering innovations. We were founded by free settlers and we have always been willing to experiment with new ideas. South Australia has in the past, and should once again in the future, be the laboratory of democracy. Former US Supreme Court justice Louis Brandeis once said, 'A state may, if its citizens choose, serve as a laboratory; and try novel social and economic experiments without risk to the rest of the country.' To that list I would add technological experiments as well. An example of technological experiments which benefited the state was during the 20<sup>th</sup> century when South Australia was home to weapons and rocket testing at Woomera, which is where the origins of our defence state reputation began.

From this early investment, there were many flow-on projects, such as the submarine and defence shipbuilding industries. As a consequence, thousands of defence jobs have been created in this state over many decades. By being an early mover under the Playford Liberal and Country League government, South Australia's position as a leader in defence technologies was definitely cemented.

Driverless cars are part of the modern age and are here to stay. We must adapt our laws to new technologies to make sure that they do not hamper new developments. I believe driverless transport will revolutionise passenger transport and the road freight industries in the years to come.

On the motoring front, South Australia is home to many pioneering firsts. The first driver's licence in Australia was issued in Adelaide in 1906. That goes to show how long the government has been interfering in people's lives. Of course, Adelaide is the home of Holden for a little bit longer, the first of all Australian motor vehicles being built in this country.

In 2015, some 109 years since the first driver's licence for a car was issued, another first is coming, and of course that is to approve driverless cars. I commend the minister for that. Would it not be great if, in time, South Australia still had a motor vehicle industry on the back of these new technologies? It is unfortunate that the government still does not have, to my mind, a concrete plan for workers in the northern suburbs who are going to miss out as a result of car manufacturing ceasing in this state. Hopefully, in time, investment and development in driverless cars will lead to a new car industry in South Australia. However, as the member for Hartley alluded to in his speech, we need more than just legislation that allows driverless cars; we need investment, IP and R&D into this area.

I wholeheartedly support the introduction of a trial of driverless vehicles. There is no doubt that most fatalities on our roads are caused by driver fatigue or error, whether that be drink or drug driving, inattention or fatigue. Driverless cars do have the capacity to bring our road toll to zero in time. They also have the capacity to free up labour in the transportation field and to be utilised in new and emerging industries.

As a concept, driverless vehicles have certainly been well received by the industry in South Australia: SARTA and Steve Shearer of that organisation have been supporting it; Cohda Wireless definitely see a potential here for South Australia, which is wonderful; Flinders University is right behind it and are certainly pioneers in this area at the moment; Carnegie Mellon is another academic facility that is right behind it; and the RAA is also very supportive.

While there are many benefits of driverless cars, I think there will be early teething problems, which is to be expected. That is what we saw when the minister's car hit the stationary kangaroo, but I am sure in time those types of issues will be resolved. While the benefits of driverless cars will be here in due course, we must remember that, as parliamentarians, as the member for Kaurana related, we do have a duty. For me, my paramount duty as a legislator is to ensure job creation for South Australia. Jobs are the most important thing and I would love to see some more evidence as to how driverless automation will lead to further growth in South Australia.

As I spend my time in this house, so much of the time that we use in debate is used to talk about things such as changing the time zones, and all these other types of distractions. They are not always focusing on jobs, so I would encourage this government to spend as much of its time putting its energies into job creation, not job diversions and, as always, let's talk about the real issues that count for South Australia.

**Mr GARDNER (Morialta) (17:04):** I am pleased to have the opportunity to speak on the Motor Vehicles (Trials of Automotive Technologies) Amendment Bill. I know that it is a bill close to many members' hearts as it focuses on two things that are tremendously important either in the reality or in the potential. The one in the reality of course is in the way that it governs our transportation and the manner in which we conduct our daily business, and something that is so important to our daily lives, and the potential opportunity in the distant future—or the middle distance even—for driverless cars to be a reality makes this worthy.

In the potential, of course, there is the more immediate problem of job creation and the potential opportunity that there may be jobs in this field that the South Australian community can benefit from, particularly high-tech jobs, particularly jobs that will provide for people who have looked for opportunities for career development in South Australia to commence. I know this is something in particular that is of great interest to the member for Schubert, and I am looking forward to his contribution, and I am certain that this is an area that he is going to be very focused on.

I am very pleased to have the opportunity to speak on the bill. It has been something I have been looking forward to all day for this very reason because these are important matters. I note that some of the Labor speakers who have taken the opportunity to contribute to the debate have done so with a level of pride that frankly is unbecoming. The minister, certainly, has had some interest in



the area, and I think even he might have to admit in his more sober moments that the hubris he has been displaying on Twitter has probably been a bit over the top, but I think that he is worthy of commendation nevertheless for the manner in which the legislation has been set forward.

We hope that this will be something that will provide tremendous opportunities for South Australians in the future, but we hope in doing so that it is not something that is just going to create jobs in the long distance. I felt for the minister, I must say, when he hit that kangaroo in his driverless car. I do not blame the minister because of course he was not driving the car at the time, but when set up for a photo opportunity, they say 'Don't work with children and animals' and we apparently need to add 'Don't work with children or inflatable animals' to that as well.

The legislation will pass with the opposition's support. I think it will create some opportunities. I hope it does, but to portray the situation as the government has, as if this is the world-beating demonstration of the fact that they have secured South Australia's future when at most it is what we hope will assist to create new jobs, is probably an over-reading of the situation. Therefore, we support the bill, I am pleased to support the bill, and I am optimistic about the bill's future. If the minister is looking through my own Twitter history, he will see that these statements are consistent with everything I have ever said about this matter. I hope that it will herald opportunities for South Australians but I counsel the government against hubris.

**The Hon. T.R. KENYON (Newland) (17:09):** I will be very brief, but I want to commend the minister for bringing this bill to the house. I think it is an excellent bill and that it is an excellent opportunity for us to get in front of or at least match what is going on, and it also gives us a lot of industry opportunities.

I think that there is a particular company which has been in the media a bit and which has been involved with the trials, and that is Cohda Wireless. I met with representatives of Cohda Wireless when I was road safety minister and it was already well advanced into the development of collision avoidance and traffic management software and hardware.

We did some test driving which, I must say, had the potential to be very scary—people coming flying out of side streets in controlled circumstances. They had traffic control and everything else like that, I might add, but we were driving around suburban streets in Kent Town and we were testing out the equipment of Cohda Wireless, which was excellent. There is an opportunity for Cohda Wireless. It is in a really good position with respect to industry-standard equipment or to be heavily involved in the development of industry standards which, again, will be good for the company.

Not only do we get to actually see these vehicles moving around but we get to think very early about the practicalities of having these vehicles on our roads and to understand better than anyone else at the end of the trials how they interact with normal traffic and everything else. It allows us in the future to become better legislators, or at least to provide better legislation for the state down the track, and it also helps us to provide some industry opportunities, and obviously everyone would agree that that is a good thing for business in South Australia.

I am very pleased to see this coming in. I am pleased with the opportunities and the public convenience and even the freeing up of capital in many ways to become available to household budgets. People could choose, instead of buying cars, to use cars that someone else owns and just dial them in and out and pay on a per use basis, or even just to take advantage of a lift home when they need it.

The big bonus I want to point out is the industry participation opportunities down the track, and I particularly congratulate Cohda Wireless on the work that it has done over a number of years since I first met them, and I congratulate the minister on bringing this bill forward.

**Mr KNOLL (Schubert) (17:12):** I rise to speak to this bill and in doing so acknowledge the hard work that my staff have been putting in to researching this issue over the past little while. It is something that we as one of the younger offices—and by that I mean an office staffed by younger members—take a keen interest in. From the outset, though, I always like to call out the government when it is being a rank hypocrite and I think that this is certainly one such case.

We have a government that has been positive when it comes to reducing regulation to help create a new class of licence to create small bars in Adelaide. As those of us who may or may not

have been at the AHA lunch, which may or may not have been the majority of the room, the majority of members of parliament, we heard that this has not necessarily helped to create new jobs. Indeed, the AHA was making the case that it is not a bigger pie to go around. There has not been an increase in demand, but there certainly has been an increase in supply. Nevertheless, the government has shown its willingness to fight for the bars of a small variety and to help reduce regulation in that area, and for that I commend it.

What I would also like to see is maybe a bit of a reduction in regulation for the bars that are a little bit bigger than that and maybe the hotels that are a little bit bigger than that in order that another sector can see the benefits of deregulation—deregulation being a watchword that we on this side of the house are very much in favour of. But the hypocrisy I would like to talk about is the difference between the government being so positive when it comes to pushing through driverless cars versus its consternation, its recalcitrance, when it comes to regulating Uber and other apps that change the way in which our ride sharing industry works.

Indeed, we have seen the ACT take the lead when it comes to this. The Australian Capital Territory is moving faster than us when it comes to regulating ride sharing. There has certainly been a push back from the government and protection of some within the government of the taxi industry. What I find quite interesting about the debate we having about the bill is that Uber, certainly in their submissions, will to some degree compete with the taxi industry.

However, it opens up a whole new industry when it comes to ride sharing and potentially increases the opportunity for people to share rides, the opportunity for part-time work, the opportunity for people to be on the roads less and reduce congestion by using other people's vehicles, and paying for that privilege, as opposed to using their own. The reluctance on behalf of the government I think is because they are looking to protect the jobs that exist. I can understand it. I do not think it works, and I do not think it is right, but I can understand that proposition.

If Uber is going to affect the taxi industry by creating increased competition and potentially reducing the viability of parts of the taxi industry, driverless cars will wipe out the taxi industry. The point of these vehicles is to replace taxi drivers. We have a situation where in the short term we have an app that may compete with the existing taxi industry, but in the long term we have an industry that will wipe out the taxi industry.

One is okay, maybe because it is far off into the distance, maybe far beyond the life of this government—and certainly from the side of the house I hope that it is—but Uber, because it is on our doorstep right now, does not get the same treatment. I think that hypocrisy needs to be called out because if this government is true to opening up to the new economy, as they say, they would get on and regulate ride sharing so that we can build these new industries as opposed to just trying to hold on to the status quo.

I am quite excited by the prospect of not having to drive my own car. As somebody who drives about 40,000 kilometres a year, the idea that I can sit in my vehicle and use that time to do all sorts of other things is quite exciting. There are a number of things I would like to discuss that come out as part of this. Certainly, I think that driverless cars would be good for congestion in a way that I think Uber would help to reduce levels of congestion in the city.

If we can reach peak autonomy, in terms of how much technology can take over from manual driving, we could see the end of traffic jams and peak hours. Those things might become things of the past, with the ability to platoon cars travelling in the same direction. Without relying on the infallibility of humans, potentially the cars could self-regulate their speed for maximum efficiency and speed and also ride closer together. I think that these would be good things; in fact, I am fairly sure that it happened in *Minority Report* when Tom Cruise was trying to escape—he gets in the car that goes on the track. He is not driving, but he has to manually override to get the car—

*The Hon. S.C. Mullighan interjecting:*

**The DEPUTY SPEAKER:** No, it is unparliamentary to interject—

**Mr KNOLL:** Well—

**The DEPUTY SPEAKER:** —and to respond to interjections. Back to your speech.

**Mr KNOLL:** I would like to put a number of questions today as part of this speech, but one of the questions is: will there be a car manufacturing industry in South Australia as a result of these technological advances? Certainly—

*Members interjecting:*

**The DEPUTY SPEAKER:** Order, members on my right!

**Mr KNOLL:** —all the commentary on this topic has not necessarily been around that.

*Members interjecting:*

**The DEPUTY SPEAKER:** Members on my right!

**Mr KNOLL:** I recently spent a couple of days in Melbourne in a private capacity, and I drove around a whole heap of places and parked my car, I would say, 20 times in one day. I was judged by the other person in my car on how well I parked a Holden Commodore sedan; sometimes my parking was okay and sometimes not. I had my rear-view camera, I had a car that beeps at you the whole time, but sometimes I fell a little bit short. The idea that I could get out of my car and let the car park itself is a very exciting prospect—a very exciting prospect.

There are some safety issues. I certainly understand from previous speeches that topic has been quite prevalent. Interestingly, we have been looking at the reports that Google produces every month about their driverless technology. Since October they have driven 2,040,822 kilometres in autonomous mode. They have 23 self-driving cars on the roads, and as of October 2015 they have been involved in 15 minor traffic accidents on public roads, but Google maintains that in all cases the vehicle itself was not at fault because the cars were either being driven manually or the driver of another vehicle was at fault. That is certainly an exciting statistic at this point and let's hope that it continues.

I have looked at Google's prototype cars and they are pretty impressive. They have sensors that can detect objects as far as two football fields away in all directions, including pedestrians, cyclists, vehicles or even fluttering plastic shopping bags and rogue birds. The software processes all the information to help the car safely navigate the road without getting tired or distracted, something that can happen sometimes with a 3½ year old in the back of the car.

These cars are now so advanced that they can recognise children dressed up for Halloween, as long as they are not dressed up as inflatable kangaroos. I know that everybody has used the joke and I do not want to beat up the poor minister, but certainly it is an image that will live forever. Some may even—

*Members interjecting:*

**The DEPUTY SPEAKER:** The surprising lack of control I am witnessing on my right and the flagrant disregard to standing orders is appalling. I call the house to order and beseech you all to listen to the remainder of the member for Schubert's contribution in silence.

**Mr KNOLL:** Thank you, Deputy Speaker. Can I say that the minister has gained a reputation for being fastidious and slightly perfectionist sometimes, but this may be his Scores moment in his ability to take a joke. We all take our licks in this place, minister. We all take our licks.

Interestingly, farmers in my electorate and all across South Australia are already taking advantage of types of this technology. I have witnessed and been in a tractor where the driver gets in in the morning, sets the GPS coordinates and then sits in the tractor and looks at his emails, looks at social media or reads entire books whilst the tractor harvests. Essentially, it just goes up and back in perfectly straight lines and I understand that, as long as you have mapped out your fields correctly, it will even dodge trees in the middle of paddocks and fields. It is quite exciting how that has been able to improve the productivity of our farmers by the fact that they can sit in there and, without having to drive the thing manually, they are able to run shifts in tractors and run them all day and all night long.

It will be interesting when farmers are no longer actually required to sit in the tractor as it does these things. They can sit at home and watch the tractors do their work and I think that is an amazing thought. Certainly for farmers, where harvest period is a hugely stressful, time-consuming

part of their lives, the idea that they can just set the machinery up and let it do its work, I am sure, is something that is quite exciting for them.

There are a few questions that I have and maybe they can be rebutted in the minister's closing remarks. There is a figure of \$90 billion that the minister gave in his second reading speech and in subsequent speeches about driverless cars. They have quoted this \$90 billion figure and it has been referred to in the parliament in Canberra. It has been reported a number of times, but we are struggling to find out where that estimate comes from. Whose figure is it? What is it based on? What is the methodology that comes behind that \$90 billion figure? If we are doing this because it is about advancing the new economy, then it would be beautiful to be able to understand what that new economy could look like for South Australia and whether or not this \$90 billion figure has any science behind it.

We would like to know how many companies have been approached by the government for trials? What is out there waiting in the wings? Are we talking a dozen companies? Are we talking about 100? Would this legislation be opening the floodgates to ghost cars on the roads? What would the passing of this legislation look like practically in the short to medium term? Would there be a limit per year with regard to the impact on other road users? I ask this keeping in mind that too much limitation would probably drive those looking at trial size to other areas that do not have limitations.

I would also like to talk about public liability insurance. Would there be a condition that insurance had to be issued in Australia for these trials? Is there a possibility that inferior standard insurance could be sought overseas? I am also wanting to understand what constitutes a vehicle for the purpose of this. I note that part of the act says:

For the purposes of this Part, a particular technology will be taken to be automotive technology if the technology—

(a) is related to the design, construction or use of wholly or partly autonomous motor vehicles;

That statement is open to interpretation, and I would love to get a response from the minister. Also, are there questions, for instance, in terms of size or weight limit (minimum or maximum) for what is determined to be automotive? Are buses, tanks, motorbikes and single user vehicles captured under this?

One other thing I would love to point out is that, at this time of fiscal restraint—and I know we are talking about something that is well off into the future—this government has found ever-increasing ways to fine South Australian road users, and those fine costs keep going up and up. The advent of driverless cars would be detrimental to the South Australian budget in that way, and I wonder whether the government has considered that and the impact it is likely to have.

In closing, I would like to say that we are not alone in pursuing this technology. It is good that the government is getting on and doing this and, in this instance, getting out in front: but we are not alone. Indeed, only three weeks ago, members of the New South Wales parliament test drove a self-driving Tesla Model S car. When this amendment is passed, I would love to see a concerted push to attract those who are in the wings waiting for this opportunity to come. If we really are going to try to be first movers in this area, we need to be aggressive because it is not as though we are the first people who have had this idea. It is something that Google has been promoting, pushing and trialling in the States and something that other states within Australia have already cottoned onto.

The last thing I would like to say is that the government has been pushing this issue over the course of this year—it is something that was mentioned in the Governor's speech at the start of the year and here we are passing it at the end of the year—but government does not create jobs. The only thing that government can do is create the environment in which jobs are created. I think that is important to remember. I think all our efforts here, certainly with this bill, should be focused on creating that right environment. Certainly, where the government gets it right, we are on board and we help but, where government gets in the way (for instance, when it comes to regulating ride sharing), we will also be here to call them out on that. We like to be consistent. We on this side of the house like to stick to our Liberal principles and hold the government to account when they are, at times, hypocritical.

Debate adjourned on motion of Mr Odenwalder.

*Adjournment Debate***SHARE ECONOMY**

**Mr WINGARD (Mitchell) (17:27):** I rise to make an adjournment debate speech and to speak about Catherine Adam, who was posted as my parliamentary intern last semester. Her research report was titled 'Share Economy: A study of Uber and its entry in the transport sector of South Australia'. Catherine approached the issue with the knowledge that the recent rise of the share economy has generated various implications for consumers, service providers and state governments. As public perception also develops, many individuals are adopting sharing models as an alternative to existing business services and traditional providers.

Share economies embrace co-usage. Beyond individual use, sharing creates a capacity to utilise idle or undervalued resources. Most travellers, for example, only drive their private vehicles on certain days and for certain periods of that day. Often, these trips also have low occupancy rates per vehicle, as only one or two passengers may ride in cars with a high number of available seats. Exposing this capacity with a sharing economy extends to improved efficiencies and the growth of markets, while nourishing the basic notions of community and goodwill that sharing has long represented. It is also deemed to be good for the environment.

The report looks at the share economy with a focus on the most well known of the new digital players, Uber. Uber's operation has generated resistance from players in formerly monopolised markets, particularly the taxi industry in South Australia. The report argues that a road to fairer regulation will be guided by the requirement for government to balance competition and rising consumer choice.

Catherine investigated how cities could engage with the emerging sharing economy. She acknowledged that, while the relationship between government and ride-sourcing firms has been marked by conflict, future negotiations can provide mutual benefits. As the share economy moves forward in South Australia, both sides can contribute to a successful outcome. Catherine notes that compliance from Uber to potential government regulations, in conjunction with reform of the current heavy regulatory burden on the taxi industry, may reduce opposition from taxi operators.

In light of the current jobs crisis in South Australia, the report examines the economic opportunities that could stem from adopting and regulating the sharing economy (specifically, Uber). Ride sourcing can benefit new employees, or new partners in the case of Uber. A typical partner in Australia works for approximately 20 hours a week for a company like Uber and earns approximately \$30 per hour, equating to approximately \$20,000 per annum. Employment opportunities also add to individuals seeking second and third jobs.

Flexibility grants partners in Uber the choice of when to operate their business (for instance, on weekends or outside business hours). The company refers to employment opportunities that are beneficial to areas of high unemployment. The cost and wealth distributive functions of sharing firms are a factor by which support for their operation is extended. Services can be more affordable, meaning they typically benefit younger cohorts, the cash poor, the capially constrained, or those in lower income areas.

Ride sourcing is also argued as a way of making car ownership less necessary if consumers are able to access on-demand transport more readily. Furthermore, ride sourcing between independent drivers and passengers has the capacity to complement existing public transportation in cities. The slack capacity of privately owned vehicles is, in this sense, open to public use. There is also opportunity for contracting with sharing firms which can extend to other industries as well.

Catherine's report concludes by acknowledging that the share economy is new to South Australia. Share economies are giving energy to existing markets through innovative technology. Digital disruption, whilst challenging for incumbent providers, is productive to users in the 21<sup>st</sup> century 'app economy'.

Consumers are not the only ones likely to benefit from the future of sharing models. There is much to learn about how cities and business-to-business relations can harness technological innovation and capitalise on latent resources. The case in South Australia is no different. Although

disruptions may cause initial threat, government has the opportunity to rethink how certain industry are managed for optimum efficiency and consumer satisfaction.

The parliamentary intern program is a fantastic way for students to engage with current political issues while finishing their tertiary education. It is also a great opportunity for members of parliament to engage with students who have come from a primarily academic angle, and expose young minds to the political process. I would like to sincerely congratulate Catherine Adam for all her hard work. It was great to be there when she did her presentation to the rest of her university classmates and lecturers. I certainly recommend this program to university students and other members of parliament.

While I have the floor, I would also like to discuss another issue that is bubbling along in my electorate, that is, the Darlington interchange, where Sturt Road meets South Road. I have been following this issue for quite a while, and I know the government has been through a number of options. They started to look at this project back in 2010 and drew up some very pretty, artistic pictures. I am sure there would have been a flyover involved to get people excited. Here we are, five years later, and it still has not started and many more issues are still being raised about the intersection. I am really keen to see it get moving and the right solution found for the people of the area.

I have noticed during my time in this house that the design has flip-flopped a number of times. I think we are now facing design 5.0. I was grateful that 4.0 did actually include something for the people of Sheidow Park and Trott Park. The previous designs had excluded them from any benefits of the thoroughfare through the Sturt Road intersection, down to Ayliffes corner. It was only really going to benefit the people that were using the Southern Expressway and, of course, as we know, the people of Sheidow Park and Trott Park cannot access the Southern Expressway as there is no on-off ramp, even though it runs right through the heart of their suburbs.

Another point has been brought to my attention by Flinders University, and it is something I hope is being addressed, and I have been led to believe by the Vice Chancellor of Flinders University that it is. There are some issues that we hope the government is looking at and moving onto very quickly. As I said, we are facing version 5.0, and we were hoping this would be sorted and operational beforehand. It surprises me that the government did not speak to such a key stakeholder as the Flinders University (this project runs right through the heart of its precinct), especially given that the government has worked so feverishly to link the new Tonsley precinct with the Flinders University. To have this expressway run right through the middle and not look at some connectivity between those two facilities is quite surprising.

We know how important social connectivity is and the ability to move freely and easily within your community is vital. It is something that we on this side of the house, in the Liberal Party, truly value. We know it is important for children, parents, workers, seniors, people with a disability—social connectivity is vital. The university has raised, along with the Mitcham and Marion councils, some concerns that the current design will not have that connectivity. Whilst the government has been dragging its heels on this, I think it is imperative that we make sure we see that connectivity. The government must move very quickly.

The Premier has given some assurances, I am told, as has DPTI (through the Minister for Transport and Infrastructure), to say that they will consider that connectivity factor in their final design of the South Road, Darlington, upgrade. I really hope that the Premier does stick to his word, as he has said to the Vice-Chancellor of the Flinders University, Mr Colin Stirling, that he is committed that that connectivity will be there. I hope it is because it is important for communities, as I said, to have that link.

The opportunities that could come from a precinct in that area are really beneficial. The money has been sitting on the table for a long time. We know from the federal government that it has put forward quite a bit of money for this project and it would like to see it get moving very quickly. Again, it is disheartening that the government has dragged its heels on this project. As we said, \$620 million is the price tag on this upgrade, which is quite a considerable figure: 80 per cent of that is coming from the feds and 20 per cent is coming from the state government, so \$496 million federally and \$124 million from the state.

Now this has been brought to the government's attention I hope it does address it with great haste and gets the right result. It has been working on this project and consulting on this project for a heck of a long time and it does not seem to have appeased all of the key stakeholders: Flinders University, obviously, being one of them, and the residents of the area. I call on the government to make sure that it gets the right result, that it does have the final plan. Again, version 5, you would think by that time it would be able to get it right to make sure that we get good flowthrough but also good connectivity for the communities there.

I do wish and hope that they make sure they create that facility there for the people of Sheidow Park and Trott Park, in particular, to have access through the expressway part, but that the community can still use that and have great social interaction, along with Flinders and Tonsley and the local community. Thank you.

### WOMEN'S HONOUR ROLL

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (17:37):** I would like to make a contribution to the adjournment debate on a couple of matters. First of all, last night I was fortunate enough to attend Government House for the 2015 Women's Honour Roll announcement, regarding the women who were inducted onto the honour roll. I am pleased to advise the house that two women from Gawler have been inducted onto the Women's Honour Roll for their outstanding contribution to their communities, albeit one of them after her passing. Additionally, three other women in the Light electorate were recognised for their work by the Minister for the Status of Women, the Hon. Gail Gago, at the ceremony at Government House.

Mrs Linda Bertram was inducted onto the honour roll for her services to the CWA and Mary Graham was recognised (unfortunately, after her death) for her dedication to providing good health services to Aboriginal people, and they were two amongst the 30 women across the state who have been inducted onto the honour roll this year. Linda Bertram has been an extremely active member of the CWA and has worked in various positions at branch—she held the position of branch secretary in Gawler, and that is where I met Linda—state and national levels over the past 30 years. Linda is the current state president of the CWA and she does an outstanding job in supporting rural communities, and not just women but communities in general. The CWA does a wonderful job in supporting communities.

Mary Graham's vision was for respect and reconciliation for her people. She was part of the stolen generation and founded the Aboriginal Health Team at the Gawler Health Service. I worked alongside Mary on a number of projects in terms of reconciliation and I found her approach a very positive one. I certainly learnt a lot from what she told me about her experiences. Mary's sister, Lizzie; son, Christian; and daughter, Maryanne, accepted the award on her behalf.

Three other local women were also included in the ongoing list of nominees for the 2015 Women's Honour Roll. Mo Shepherd was nominated for her work with the Wasleys Community Group and being the primary driving force to bring about the inaugural Wasleys ANZAC Day Service recently. Rhonda Smedley was nominated for her work as church chair of the Hewitt Community Church of Christ, in her role as manager of the Hewitt Community Centre, and encouraging women to succeed. Rhonda does a wonderful job in the Hewitt community of engaging with communities. She puts a lot of effort into developing a lot of adult training and learning programs and runs a range of programs through the Hewitt Community Centre. The third woman who was acknowledged is Bev Thom. Bev was acknowledged for her tireless community work in many community organisations such as the Gawler History Network, the Gawler Museum and the Gawler Visitor Centre, but particularly for her care and compassionate work in her chaplaincy support at the Gawler Interchurch Council for the past 18 years.

As the local member of parliament, I was extremely proud that these five women have been recognised for their outstanding contributions and achievements in leading the community towards greater respect and inclusion. It is pleasing to see that all five women who have demonstrated a huge passion and commitment to their community have been acknowledged in this way. Initiated in 2008, the Honour Roll is now held every second year and acknowledges the amazing contribution

made by women in our communities. A full list of the nominees and their contribution to the community can be on the Office for Women website.

The other matter I wanted to raise briefly is that on Saturday I had the opportunity to catch up with quite a few people who have been affected by what is being referred to as the Pinery fires. As people may be aware in this place, probably a third to half of my electorate was affected by the fires. Most of the rural areas were affected by the fires in some way. Particularly hard hit were the communities of Templers and Wasleys, and the surrounding districts—for example, Woolsheds, Pinkerton Plains, Magdalla, Kangaroo Flat and other districts—were affected by the fires in some way.

In Wasleys, the post office and adjacent home was severely damaged, the general store was impacted and the bowling club was burnt. These three institutions in country communities are important symbols of how communities thrive. What was particularly upsetting, apart from the loss of life and the other experiences of people losing their homes and farms, was that the post office and general store only reopened in the last few years after closing down. The community worked really hard to get these institutions opened in their communities and now they have been damaged by the fire. I note that the general store opened on the Saturday and they were very keen to support their community. As I said, I met a number of farmers, some of whom lost everything, some only have their home but have lost their livelihood, and I feel for them and the hardship they are suffering.

One of the things I noticed about this particular fire as distinct from the Sampson Flat fire was the number of burnt out vehicles which were caught in the fire. It was a particularly unusual symbol of the nature of this fire in the sense of the sheer speed at which the fire moved. The Sampson Flat fire went on for a longer period but covered only a fifth or a seventh of the area. What is particularly concerning and worrying, when you think about the people at the centre of the fire, is that families told me of their experiences of trying to drive away from the fire and the fire caught up with them and burnt their cars with them inside it and they had to get out of their cars. I just cannot imagine the horror you would be experiencing to be driving along the road, seeing the fire come up behind you and actually capture your car with your family inside it, and having to stop and move out of the car to survive, and then the car has been burnt.

However, amongst all this heartache and trauma, there are some really good stories, too. I received very good feedback from the community regarding the emergency services workers, and there was heaps of praise for those workers. There was also praise for the local police officers in particular, who risked their lives in trying to get people to safety. I have passed on those commendations to the emergency services and to the commissioner.

One thing I would like to say is that men in particular in rural communities, who tend to be very stoic and resilient, tend not to accept support and assistance readily, particularly support and assistance which comes in the form of counselling or psychological support. They are very proud people and they do not like to accept that sort of assistance. I met a couple of farmers on the weekend who, when I mentioned it to them, said, 'Yeah, we don't need that, Tony,' but experience has shown that people are traumatised by such events. As much as they would like to stand tall and deal with it in their own time, unless they actually grieve and process that experience it does catch up with them.

I pray that these people do accept the hand of support and assistance when it is shown to them. I really hope that they do seek it because it will be some time before they get an opportunity to process the sheer enormity of this fire. You really cannot understand it. The pictures on the TV tell a story, but it is not until you actually drive through the area and meet with the people that you see how indiscriminate the fire is, how some people's homes are still standing and some are not. There is a sense of loss and grief, but they may also not understand why their home was picked to be burnt while their neighbour's house is fine.

There is also the loss of a living. For some people who have lived for generations on those farmlands, they have lost not only their home and their farm but also that lived experience of generations. They have a history of the area, their family's experience, their family's history and their grandparents' history. I think those sorts of things will hit hard once people have a chance to get themselves on their feet. I urge all those people to take up the opportunity to seek that support from counsellors and social workers. It may not be seen to be the strong thing to do, and maybe it will be



seen to be weak, but I can assure people that the road to recovery can be very bumpy unless they do they seek that out.

With those comments, I would like to acknowledge the courage of the people who have been through this experience and also the wonderful and professional service given by our emergency services workers.

At 17:48 the house adjourned until Wednesday 2 December 2015 at 11:00.

*Answers to Questions*

**VETERANS' AFFAIRS**

**119 Dr McFETRIDGE (Morphett)** (12 August 2014). (First Session) In reference to 2014-15 Budget Paper 4, Volume 1, page 107, Program 4: Veterans' Affairs—which boards and committees will be abolished under the Veterans' Affairs portfolio and what will be the future of the following Councils:

- ANZAC Day Commemoration Council;
- Veterans' Advisory Council;
- Veterans' Health Advisory Council; and the
- Veterans' Health Advisory Council?

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs):** I have been advised:

None of the boards and committees within the Veterans' Affairs portfolio will be abolished.

The Final Report: Boards and Committees recently released by the government detailed that:

The Veterans' Advisory Council (VAC) will be retained.

The ANZAC Day Commemoration Council will merge with the VAC and its functions will transition to the VAC after ANZAC Day 2018.

The Veterans' Health Advisory Council (VHAC), while playing a very important advisory role in matters concerning veterans' health issues, is not within the Veterans' Affairs portfolio and falls within the responsibilities of the Minister for Health. The Boards and Committees Final Report states that the VHAC is subject to further investigation.

**VETERANS' AFFAIRS**

**121 Dr McFETRIDGE (Morphett)** (12 August 2014). (First Session) In reference to 2014-15 Budget Paper 4, Volume 1, page 107, Program 4: Veterans' Affairs—what is the current status of war service sick leave being made available for state public servants and how does it impact on existing leave entitlements?

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs):** I have been advised:

War service disability leave is available in addition to the normal sick leave entitlement provided by the *Public Sector Act 2009* (the PS Act), the Public Sector Regulations 2010 and Commissioner's Determination 3.1: Employment Conditions – Leave.

The following information is extracted from Commissioner's Determination 3.1: Employment Conditions – Leave:

Eligibility

Special leave with pay for war service disability leave may be granted to employees who served with the Australian Defence Forces and who are absent because of a disability accepted by the Department of Veterans Affairs:

- as a war-caused injury or war-caused disease as defined under the *Veterans Entitlement Act 1986 (Cth)*; or
- as a service injury or service disease arising from warlike service or non-warlike service as defined under the *Military Rehabilitation and Compensation Act 2004 (Cth)* (the MRCA Act).

For the purposes of this determination, peacetime operations as defined under the MRCA Act are not recognised as warlike or non-warlike service for the purposes of war service disability leave.

Crediting of Leave

War service disability leave is to be credited to eligible employees on the following basis:

- a special non-cumulative war service disability leave credit equivalent to nine weeks (to be recorded in hours) upon commencing employment in the Public Service or in a public sector agency to which section 16 of the PS Act applies
- a cumulative credit of the equivalent of three weeks per annum (to be recorded in hours) upon the employee's annual service anniversary date. This entitlement will accumulate for three years (up to a maximum of the equivalent of 45 working days) and re-accumulate if used; and
- the maximum credit which may be accumulated in any service year is the equivalent of 45 working days inclusive of the current year's credit, and this accumulative credit can be used only when the non-accumulative credit has been exhausted.

## Granting of leave

An application for war service disability leave must be supported by a medical certificate for the period of absence detailing the nature of the disability suffered by the employee.

Leave will be granted upon the submission of evidence that the disability shown on the medical certificate has been accepted by the Department of Veterans' Affairs as arising from warlike or non-warlike service (excluding peacetime operations).

War service disability leave granted to an employee will be on full pay irrespective of repatriation benefits. The leave available under this arrangement is in addition to the normal sick leave entitlement provided by the PS Act and Public Sector Regulations 2010 and this determination.

**VETERANS' AFFAIRS**

**122 Dr McFETRIDGE (Morphett)** (12 August 2014). (First Session) In reference to 2014-15 Budget Paper 4, Volume 1, page 107, Program 4: Veterans' Affairs—have any negotiations been undertaken with the commonwealth government regarding the recognition of veterans of the British Commonwealth Occupation Forces coming under the *Veteran's Entitlements Act 1986* and, if so, what is the current status of those negotiations?

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs):** I have been advised:

On 30 January 2012, the former Minister for Veterans' Affairs, the Hon Jack Snelling MP, wrote to the then commonwealth Minister for Veterans' Affairs, Warren Snowdon MP on behalf of British Commonwealth Occupation Force (BCOF) veterans at the request of the Veterans' Advisory Council. Unfortunately, the response received from Mr Snowdon advised that reclassification for the service rendered by BCOF veterans would not occur.

I am advised that the BCOF Association is currently pursuing the matter in the High Court of Australia.

**VETERANS' AFFAIRS**

**123 Dr McFETRIDGE (Morphett)** (12 August 2014). (First Session) In reference to 2014-15 Budget Paper 4, Volume 1, page 107, Program 4: Veterans' Affairs—what permanent memorials have been funded within the last 12 months to commemorate those soldiers from South Australia who have died in recent conflicts?

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs):** I have been advised:

Funding has been provided for a memorial to commemorate the service of Sergeant Andrew Russell who was killed in action in Afghanistan. Sergeant Russell was on a patrol when the long-range patrol vehicle in which he was travelling struck a suspected anti-vehicle mine on 16 February 2002. It is hoped that the memorial will be constructed and dedicated at Keswick Barracks at some time during 2015.

A memorial to commemorate the service of Private Tomas Dale was unveiled on 17 December 2013 at Reynella East College. Private Dale was killed in action in Afghanistan on 20 August 2010 while serving with the 6<sup>th</sup> Battalion, Royal Australian Regiment.

The Aboriginal and Torres Strait Islander War Memorial was dedicated by the then Governor-General, the Hon. Dame Quentin Bryce AD CVO, on 10 November 2013. The memorial has been constructed adjacent to the Torrens Parade Ground.

**VETERANS' AFFAIRS**

**126 Dr McFETRIDGE (Morphett)** (12 August 2014). (First Session) In reference to 2014-15 Budget Paper 4, Volume 1, page 107, Program 4: Veterans' Affairs—

1. What action has been undertaken to save the graves and memorial sites of war veterans at Centennial Park's Derrick Gardens, RSL walls and the Enfield Memorial Park's Kibby Gardens?

2. Has funding been provided to these cemeteries to cover maintenance and if so, what is the budget allocation for 2014-15?

3. What is the current status of the lease arrangement which is due to expire in 2015?

4. Have negotiations to extend lease arrangements been undertaken and if so, what is the current status of those negotiations?

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs):** I have been advised:

Responsibility for cemeteries in South Australia rests with the Minister for Planning. As such, these questions fall under the responsibility of the Hon John Rau MP. The question of the budget allocation for 2014-15 should be directed to the Minister for Planning.

That said, I am advised that in 2006 the state government entered into a 10-year agreement with the Centennial Park Cemetery Authority to extend the leases of dedicated ex-service graves in the Derrick Gardens and

the RSL Walls at Centennial Park. This agreement commenced on 1 October 2006 and is due to expire on 30 September 2016.

I am also advised that on 24 October 2006, the Adelaide Cemeteries Authority gave the state government an undertaking that it would waive grant renewal income for Enfield Memorial Park's Kibby Gardens section that is dedicated for ex-service personnel at Enfield Memorial Park. The commitment to fund the maintenance of this area as a community service obligation will end on 30 June 2016.

I am aware that the Minister for Planning, the Hon John Rau MP, who has state government responsibility for cemeteries, is considering what will be done when the current 10-year agreement with the Centennial Park Cemetery agreement expires. Negotiations are ongoing.

I am advised that the Adelaide Cemeteries Authority will consider the future of its current 10-year agreement that ends on 30 June 2016 relating to the Kibby Gardens section of the Enfield Memorial Park Cemetery as part of the Authority's 2016-17 budget drafting process and when drafting the Authority's 2016-17 Annual Performance Statement.

#### APY LANDS

**51 Dr McFETRIDGE (Morphett)** (8 September 2015).

1. For the year 2014-15, how many houses were built with funding budgeted for remote Indigenous housing and who was/will be housed in them?
2. As at 30 June 2015, what was the total cash amount in rent arrears and the total number of families/individuals who were in rent arrears?
3. How is the department assisting families and individuals who are having financial difficulty paying for water and other utility bills etc.?
4. What is the total outstanding rent on the APY lands as at 30 June 2015?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. During 2014-15, under the National Partnership Agreement on Remote Indigenous Housing (NPARIH) South Australian capital works program, construction of 15 new dwellings and refurbishment of 24 dwellings commenced. Three of the refurbishments were completed by 30 June 2015. Once completed, the new dwellings will be allocated to families and individuals with the highest need.
2. As at 30 June 2015, there were 356 customers in remote Aboriginal communities with rent arrears, totalling \$527,616.
3. Tenants in remote Aboriginal communities are not currently required to pay water and utility bills. When families and individuals find themselves in financial difficulty, Housing SA officers make referrals to support services.
4. As at 30 June 2015, there was a total of \$383,548 in arrears accrued by head tenants and current members of their households in the APY lands.

#### APY LANDS

**63 Dr McFETRIDGE (Morphett)** (22 September 2015). What projects are currently being undertaken for transport upgrades in the APY lands and what are the details of each of these projects?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised of the following:

The Australian (\$85 million) and South Australian (\$21.25 million) governments are spending \$106.25 million to upgrade 210 kilometres of the main access road, between the Stuart Highway and Pukatja (Ernabella) in the APY lands. Additionally, approximately 21 kilometres of community access roads in Pukatja (Ernabella), Umuwa, Kaltjiti (Fregon), Mimili and Iwantja (Indulkana) form part of the project.

Construction works from Indulkana to Stuart Highway commenced on 19 September 2015, and are expected to be completed in December 2015, weather permitting.

Construction on the 43 kilometre section, from Pukatja to Umuwa is planned to commence in early 2016.

#### GAMBLERS REHABILITATION FUND

**65 Dr McFETRIDGE (Morphett)** (22 September 2015). How many problem gambling interventions were provided in 2014-15 and how many people received gambling help services through the Gamblers Rehabilitation Fund?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. Data for the second half of the 2014-15 financial year is not yet available. To provide a 12-month perspective, between 1 January 2014 and 31 December 2014 there were a total of 7,877 gambling interventions provided, including face-to-face, telephone and online counselling.

A total of 1,026 people attended a gambling help service during 2014.

#### COMMUNITY FOODBANK PROGRAM

**66 Dr McFETRIDGE (Morphett)** (22 September 2015). How many vouchers for subsidised food were provided in 2014-15 through the Community Foodbank Program?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. During 2014-15, a total of 11,909 vouchers were utilised at the Bowden, Edwardstown and Port Pirie Food Hubs. The Elizabeth Food Hub is not included as it opened in July 2015.

#### EMERGENCY ELECTRICITY PAYMENT SCHEME

**67 Dr McFETRIDGE (Morphett)** (22 September 2015). In reference to the following scheme and program:

1. What was the total funding provided in 2014-15 for the Emergency Electricity Payment Scheme?
2. How many people have utilised the Utilities Literacy Program in 2013-14?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. Total funding provided for the Emergency Electricity Payment Scheme for 2014-15 was \$364,275.
2. The Utilities Literacy Program commenced on 14 October 2013 and was used by a total of 1,655 people during the 2013-14 financial year.

#### STATE EMERGENCY RELIEF FUND

**99 Dr McFETRIDGE (Morphett)** (22 September 2015). As at 30 June 2015, how much money was in the Bushfire Recovery Assistance Fund and who manages it?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. As at 30 June 2015, donations totalling \$1,910,169 had been received into the State Emergency Relief Fund (SERF).

On 3 January 2015, SERF and the SERF Committee were activated to administer the receipt and approve distribution of moneys donated by the community to assist the people who suffered loss or damage as a result of the Sampson Flat bushfire, subject to the directions of the Governor.

The Fund is administered by the Department for Communities and Social Inclusion, which also provides policy and secretariat support to the SERF Committee.

#### HOUSING SA

**168 Ms SANDERSON (Adelaide)** (15 October 2015). In relation to Budget Paper 4, Volume 1, Pages 116 and 117—the 1,000 solar hot water systems to be installed:

1. What are the selection criteria for the properties?
2. Have the locations/homes been identified and when will this program be completed?
3. On page 116, it states across metro and regional areas—can you confirm the areas?
4. Are there any plans to include Manitoba, Pope Court or Playford in Adelaide?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. This election commitment was to target larger family households in both metropolitan, regional and remote locations throughout South Australia, to reduce power bills for those households, and therefore the following criteria have been used:

- properties with three or more bedrooms;
- large numbers of occupants;

- existing hot water services installed prior to 2010;
- properties with LPG; and
- properties identified for longer term future use by the South Australian Housing Trust.

2. Housing SA has identified approximately 3,000 properties as potentially suitable for this project, including a number of properties in the Aboriginal communities of Raukkan, Point Pearce and Davenport. It is anticipated the majority of the 1,000 solar hot water systems will be installed by the end of December 2015. If necessary, the balance of installations will be completed in early 2016.

3. Approximately 70 per cent of the properties identified are in rural areas, such as the South-East, Riverland, Port Augusta, Port Pirie, Yorke Peninsula, Whyalla, Port Lincoln and Ceduna, with most metropolitan areas also having properties identified as eligible.

4. At this time Manitoba, Pope Court and Playford have not been identified as eligible properties for solar hot water systems due to the large number of one and two-bedroom dwellings and the plan to target larger family households. Other factors that impact on suitability for solar in these complexes may be excessive shade from trees and other buildings, and roof orientation.

#### HOMELESS FIGURES

**169 Ms SANDERSON (Adelaide)** (15 October 2015). In relation to Budget Paper 4, Volume 1, page 117—

1. Can the minister explain the drastic increase in the number of 'rough sleepers' from 419 in 2013-14 to an estimated result of 760 in 2014-15?
2. What is the reason behind the reporting methodology change?
3. Can the minister please provide a breakdown of 'Street to Home' and state-wide figures?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. This indicator reports all rough sleepers assisted by the homelessness sector, recorded in the Homeless2Home (H2H) system, which is used by all funded specialist homelessness service agencies in South Australia.

Prior to 2013-14, data for this indicator only included rough sleepers counted by the Street to Home service in inner city Adelaide.

The increase from 2013-14 to 2014-15 is due to a change in data counting rules and also improvements in data recording.

In 2013-14, records were excluded from this count if 'don't know' was recorded in any of the three housing situation fields used for categorising a client as a rough sleeper. In 2014-15, records that had sufficient detail to indicate rough sleeping, despite the presence of 'don't know' in other fields, were included. As well, there has been a solid effort to improve the quality and volume of data entered into the system by service providers which means that, overall, there are more data available in relation to this indicator.

2. When this indicator was first developed, there was no reliable source of state-wide data relating to assistance provided to rough sleepers. The development of the H2H system now enables this indicator to be reported on a state-wide basis (rather than simply in relation to Street to Home).

The 2014-15 changes to counting rules was undertaken in order to provide a more accurate count of rough sleepers.

3. The actual count for this indicator for 2014-15, which was not available at the time of publication, is 807 rough sleepers in South Australia. The equivalent count for Street to Home was 54.

#### HOUSING SA

**171 Ms SANDERSON (Adelaide)** (15 October 2015). In relation to full time equivalents in Budget Paper 4, Volume 1, page 115—

1. Can the minister please explain the drop in FTEs from 30.5 in 2013-14 to 12 in 2015-16?
2. Have all of these staff been transferred to Renewal SA?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. For the 2013-14 and 2014-15 budgets, an estimated result of 30.5 FTEs was reported. Consistent with long-standing practice, this figure was derived by aggregating the estimated effort on policy-related activities by

all staff providing operational services on behalf of the South Australian Housing Trust, and therefore did not correspond to specific FTE roles.

For 2015-16, this methodology was replaced, and the estimated 12 FTEs as at 30 June 2015 reported for the 2015-16 budget correspond to specific FTE roles within Housing SA.

2. The decrease is a result of the change of methodology and not a result of staff transferring to Renewal SA.

#### HOUSING SA

**172 Ms SANDERSON (Adelaide)** (15 October 2015). In relation to Budget Paper 4, Volume 1, page 115, what existing Housing SA projects will be carried over for the 2015-16 year and what new projects will be undertaken, along with a breakdown of expenditure for each program?

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

1. The following table provides the requested details for Housing SA projects carried over to 2015-16:

Program/Project	2014-15 Actual \$'000	Carryover to 2015-16 \$'000
National Partnership Agreement on Homelessness	17,526	536
Sturt Street Supported Tenancy Accommodation	348	229
Homes for Homes	200	200
Solar Hot Water Heaters	118	3,382
Homeless-to-Home ICT System	14	295
City Disability Respite Facility	0	3,000

Carryover requests were submitted to the Department of Treasury and Finance in August 2015 and are awaiting approval.

No new Housing SA projects for 2015-16 currently have budget approval.

#### CHILD PROTECTION

In reply to **Ms CHAPMAN (Bragg—Deputy Leader of the Opposition)** (6 May 2015).

**The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for the Public Sector):** I have been advised:

The recommendations made by State Coroner, Mr Mark Johns, were all thoroughly investigated and addressed; however, not all of the options were implemented for a number of reasons.

The following is an overview of each recommendation:

The Coroner was of the view that the appropriate Court for dealing with prosecution for non-attendance under section 76 of the *Education Act 1972* should be with the Children's Court, not the Magistrates Court, as is the case currently.

The Coroner's findings identified that it may be possible for chronic non-attendance matters to be heard by the Youth Court.

The Coroner was of the view that the Youth Court was more familiar with child development and child welfare issues, and was thus in a better position to make decisions that supported the best interests of children.

After consideration of this recommendation after the report's release, it was not acted on further as it was determined that the Youth Court was not appropriate for the following reasons:

- The Youth Court's criminal jurisdiction deals with offences alleged to have been committed by youths (people under the age of 18 years), not offences committed by parents (section 76 of the *Education Act 1972* applies to parents). The Youth Court also hears child protection matters.
- Amendments would be required to the *Youth Court Act 1993* and the *Education Act 1972*, for matters such as the prosecution of parents for the non-attendance of their children to be conferred to the Youth Court.
- Recently the Attorney-General, the Hon John Rau, confirmed that he does not consider the Youth Court to be the most appropriate forum for prosecuting parents in relation to school non-attendance.
- The Attorney-General also stated that, as far as he is aware in other jurisdictions, prosecutions of parents for truancy does not occur in the equivalent of the Youth Court.

Mr Johns also recommended that prosecutions should be brought where there is a reasonable prospect of success based on legal advice.

The practice of referring potential prosecution cases for legal advice to determine whether they have the requisite evidence threshold was already in place at the time of the findings by the Coroner. As a result of the Coroner's recommendations, this process was more clearly documented to support all personnel involved in the process.

A 90-day Change SA project has since investigated opportunities for strengthening existing policies and practices in relation to non-attendance. This includes legislative, regulatory and structural change options regarding prosecution of non-attendance. A departmental working group is currently considering the technical and practical issues of these options.

- Prosecution of parents for the non-attendance of their children is always considered as a last resort. This is to be used when other interventions have been unsuccessful and the action is seen to be in the best interest of the child.

Mr Johns also recommended a closer working relationship between the then Department of Education and Children's Services and Families SA in relation to school attendance.

This has been implemented.

- As a result of the Coroner's recommendations a coordinated, collaborative, interagency process was developed with the explicit intent to address those situations where 'a child may be at high risk of harm and where there is no current knowledge of the child's well-being'. This process includes a customised notification procedure to the Child Abuse Report Line (CARL) and mandates a joint response by the education and child protection arms of the Department. The process is also supported by the Department for Health and Ageing.
- The creation of the Department for Education and Child Development has also provided ongoing opportunities to work more closely with families and identify underlying issues that may be impacting on a student's ability to attend school.

In relation to the further question regarding whether schools are now reporting long-term absences and truancies to Families SA and whether this is undertaken by way of the Child Abuse Report Line, further to the process just described, I have been advised that schools do report long-term absences to the Families SA Child Abuse Report Line. This is one of a range of obligations schools must consider when following up matters of non-attendance. The Department recognises the enrolment and attendance of a child at school are protective factors through which it can support and promote a child's educational achievement and make regular assessments of their health and wellbeing.

#### YOUTH JUSTICE SYSTEM

In reply to **Mr GARDNER (Morialta)** (12 May 2015).

**The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for Multicultural Affairs, Minister for Ageing, Minister for Youth, Minister for Volunteers):** I have been advised:

From 13 May 2014 to 13 May 2015 inclusive, there were seven incidents committed by residents aged 18 and over against a staff member or resident of the Adelaide Youth Training Centre.

#### TEACHING QUALIFICATIONS

In reply to **Mr PISONI (Unley)** (10 September 2015).

**The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for the Public Sector):** The Minister for Employment, Higher Education and Skills has advised:

It remains our intention to deliver on this commitment and to ensure that the South Australian public school system is the first in Australia to work towards such high across-the-board standards.

We are still in the process of negotiating additional postgraduate commonwealth supported places with the federal minister.

I can advise that the Premier recently met with the new Education Minister, Senator Simon Birmingham, who advised that he was willing to consider the original request for additional Commonwealth places.

The government is also offering 240 scholarships between 2015 and 2020 to enable teachers already in schools to undertake a masters.

Yes, students can access FEE-HELP. For 2015, the FEE-HELP limit is \$97,728 for most students and it is a lifetime limit.

#### HOSPITALITY GROUP TRAINING

In reply to **Mr PISONI (Unley)** (24 September 2015).

**The Hon. J.W. WEATHERILL (Cheltenham—Premier):** The Minister for Employment, Higher Education and Skills has advised the following:



According to Department of State Development records, Hospitality Group Training (HGT) employed 119 apprentices and trainees when they entered into voluntary administration on 24 February 2015.

When HGT entered into administration, the Department of State Development liaised with the administrators, HGT's host employers, other group training organisations, and the apprentices and trainees to facilitate the transfer of as many apprenticeships as possible to other employers. All of the former apprentices were also provided with information to assist them to continue their apprenticeship with a new employer.

Sixteen of the former HGT apprentices have completed their apprenticeship and 80 have recommenced an apprenticeship or traineeship with another employer. Of these 80, three have yet to submit their apprenticeship paperwork. One former apprentice has returned to school, one has confirmed that they do not intend to pursue a career in the industry, and another continued to work in the industry outside an apprenticeship arrangement.

Of the 80 apprentices that have recommenced with another employer, 43 are employed by Group Training Organisations and hosted to other employers and a further 37 are directly employed.

The Department of State Development has made several attempts to contact the remaining 20 former apprentices via letter and telephone however the apprentices have not responded to messages or letters.

Any remaining former HGT apprentices who wish to recommence their apprenticeship are encouraged to contact the Department of State Development, who will be able to connect them to group training organisations, Career Services advisors, and provide them with information about opportunities through WorkReady.

#### CHILD PROTECTION

In reply to **Ms SANDERSON (Adelaide)** (25 September 2015).

**The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for the Public Sector):** I have been advised:

The two specialised out-of-home care models are operational and currently in use. The models are called Specialised Residential Care and Specialised Residential Care—Disability Specific.

#### *Estimates Replies*

#### NORTHERN CONNECTOR

In reply to **Ms CHAPMAN (Bragg—Deputy Leader of the Opposition)** (23 July 2015). (Estimates Committee A)

**The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister Assisting the Minister for Planning, Minister Assisting the Minister for Housing and Urban Development):** I have been advised of the following:

\$20,271.95 was expended under DPTI's Transport Planning Program to fund the consolidation of previous planning work on the project.

#### DEEP SEA PORT DEVELOPMENT

In reply to **Ms CHAPMAN (Bragg—Deputy Leader of the Opposition)** (23 July 2015). (Estimates Committee A)

**The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister Assisting the Minister for Planning, Minister Assisting the Minister for Housing and Urban Development):** I have been advised of the following:

The Department of Planning, Transport and Infrastructure and the Department of State Development has been working with a number of proponents to facilitate port developments to service the mining sector. Further information can be found at [rit.statedevelopment.sa.gov.au](http://rit.statedevelopment.sa.gov.au).

#### O-BAHN

In reply to **Mr WINGARD (Mitchell)** (23 July 2015). (Estimates Committee A)

**The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister Assisting the Minister for Planning, Minister Assisting the Minister for Housing and Urban Development):** I have been advised of the following:

A number of bus tests were conducted by the Department of Planning, Transport and Infrastructure in 2012 when the maximum speed of a vehicle on the O-Bahn track was reduced from 100 km/hr to 85 km/hr.

These tests showed that there was an increase in the travel time along the whole 12km track of a maximum of 20 seconds.

As buses are accelerating and decelerating when they enter and exit interchanges and at other points along the track, the reduction in speed makes a very small difference in overall travel time.

**SEAFORD RAIL LINE**

In reply to **Mr WINGARD (Mitchell)** (23 July 2015). (Estimates Committee A)

**The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister Assisting the Minister for Planning, Minister Assisting the Minister for Housing and Urban Development):** I have been advised of the following:

1. There are four platforms that have aged yellow sodium lighting. A program is currently in place to upgrade this lighting to LED lights. This will provide the benefit of better lighting and reduced maintenance costs.
2. All lighting along the Seaford corridor provides sufficient lighting for the CCTV cameras to function as intended.

**RAIL SIGNALLING SYSTEM**

In reply to **Mr WINGARD (Mitchell)** (23 July 2015). (Estimates Committee A)

**The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister Assisting the Minister for Planning, Minister Assisting the Minister for Housing and Urban Development):** I have been advised of the following:

1. Prior to July 2014, only a sample of train trips were audited for on-time running performance each quarter. From July 2014, all train trips have been recorded for on-time running through the signalling system. The time point used to record train arrival at the Adelaide Railway Station is the first signalling circuit on the platform at which the train is arriving, not when entering the Adelaide rail yard.
2. There are currently two signalling systems in use on the Adelaide network.
3. Testing and commissioning of the Automatic Train Protection (ATP) System has been completed, with the system expected to come into operation on the Seaford and Tonsley lines in the final quarter of 2015. All electric trains are expected to be operating with ATP by early 2016. It is expected that diesel trains will be operating with ATP by the second half of 2016.
4. The current project provides for the ATP system on the Seaford, Tonsley and Belair Lines.
5. The SigView train control system provides the express or stopping status of each train automatically to the signalling system based on the operating train timetable.

**PUBLIC TRANSPORT**

In reply to **Mr WINGARD (Mitchell)** (23 July 2015). (Estimates Committee A)

**The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister Assisting the Minister for Planning, Minister Assisting the Minister for Housing and Urban Development):** I have been advised of the following:

1. The Adelaide Metro patronage figures, for all modes of Adelaide Metro services (including the 13.1 million for trains), do not include free travel except for free seniors travel outside peak period. Special events are not included.

**ESTIMATED INCOME**

In reply to **Mr GRIFFITHS (Goyder)** (23 July 2015). (Estimates Committee B)

**The Hon. G.E. GAGO (Minister for Employment, Higher Education and Skills, Minister for Science and Information Economy, Minister for the Status of Women, Minister for Business Services and Consumers):** I have been advised—

In relation to the \$5.72 million of estimated income, \$0.155 million was comprised of Regulated Fees.

**PUBLIC SERVICE EMPLOYEES**

In reply to **Mr GRIFFITHS (Goyder)** (23 July 2015). (Estimates Committee B)

**The Hon. G.E. GAGO (Minister for Employment, Higher Education and Skills, Minister for Science and Information Economy, Minister for the Status of Women, Minister for Business Services and Consumers):**

Between 30 June 2014 and 30 June 2015 positions with a total employment cost of \$100,000 or more—

Department of State Development

Minister for Employment, Higher Education and Skills

Minister for Science and Information Economy:

- (a) Abolished:

Department/Agency	Position Title	TEC Cost
Department of State Development	Senior Consultant	\$100,533
Department of State Development	Manager Aboriginal Community Engagement	\$119,927
Department of State Development	Principal Policy Officer	\$113,296
Department of State Development	Principal Program Officer (x2)	\$100,533
Department of State Development	Regional Manager	\$100,533
Department of State Development	Manager Strategic Initiatives	\$113,296
Department of State Development	Regional Manager	\$109,129
Department of State Development	Executive Assistant	\$100,533
Department of State Development	Manager Ministerial and Executive Services	\$119,927
Department of State Development	Principal Messaging and Communications Officer	\$100,533
Department of State Development	Manager Risk and Business Continuity	\$119,927
Department of State Development	Manager	\$119,927
Department of State Development	Manager, Internal Audit and Risk	\$119,927
Department of State Development	Manager, Office of Projects	\$113,296
Department of State Development	Senior Business Partner	\$100,533
Department of State Development	Senior Operations Officer	\$119,927
Department of State Development	Manager ICT Service Delivery	\$119,927
Department of State Development	Manager Policy and Inter government Relations	\$119,927

(b) Created:

Department/Agency	Position Title	TEC Cost
Department of State Development	Nil	

TAFE SA

Minister for Employment, Higher Education and Skills:

(a) Abolished:

Department/Agency	Position Title	TEC Cost
TAFE SA	Manager, Business Support	\$103,467
TAFE SA	Principal E-Learning Consultant	\$103,467
TAFE SA	Manager, Learning Materials	\$103,467
TAFE SA	Business Operations Manager	\$103,467
TAFE SA	Educational Manager, Automotive	\$120,965
TAFE SA	Educational Manager—Mining, Fabrication and Welding	\$120,965
TAFE SA	Senior Program Manager, AAC	\$120,965
TAFE SA	Workforce Relations Project Manager	\$120,965
TAFE SA	Principal Lecturer	\$103,400
TAFE SA	Principal Lecturer, ELS	\$103,400
TAFE SA	Principal Lecturer, Building and Furnishing	\$103,400
TAFE SA	Principal Lecturer	\$103,400
TAFE SA	Manager, Workforce Relations	\$109,522
TAFE SA	Manager, Change and Organisational Development	\$109,522
TAFE SA	Manager, Support Systems	\$109,522
TAFE SA	Manager, HR Systems	\$109,522
TAFE SA	Manager, Workforce Development	\$109,522
TAFE SA	Project Manager—Business Improvement	\$109,522
TAFE SA	Manager, Learner Support	\$109,522
TAFE SA	Creative Arts Director	\$136,920
TAFE SA	Director, Educational Services	\$181,660
TAFE SA	Chief Operating Officer	\$256,250

(b) Created:

Department/Agency	Position Title	TEC Cost
TAFE SA	Business Operations Manager	\$103,467
TAFE SA	Business Operations Manager	\$103,467
TAFE SA	Business Operations Manager	\$103,467
TAFE SA	Business Operations Manager	\$103,467
TAFE SA	Manager, Operational Excellence	\$103,467
TAFE SA	Educational Manager—LLN, Women's Ed, International Languages and Interpreting	\$120,965
TAFE SA	Educational Manager—Marketing, Retail, Visual Merchandising and Floristry	\$120,965
TAFE SA	Principal Lecturer—English Language Services and AMEP	\$103,400
TAFE SA	Principal Lecturer, Automotive	\$103,400
TAFE SA	Manager, Learner Support	\$109,522
TAFE SA	Manager, Learner Support	\$109,522
TAFE SA	Manager, Information Services	\$109,522
TAFE SA	Director, ICT Services	\$190,000
TAFE SA	Executive Director, Communications and Public Relations	\$200,000
TAFE SA	Director Policy and Strategy	\$208,050
TAFE SA	Director Finance Centre of Excellence	\$200,000

Department for Communities and Social Inclusion

Minister for the Status of Women:

(a) Abolished:

Department/Agency	Position Title	TEC Cost
Department for Communities and Social Inclusion	Nil	

(b) Created:

Department/Agency	Position Title	TEC Cost
Department for Communities and Social Inclusion	Nil	

Department of Treasury and Finance

Minister for Business Services and Consumers:

(a) Abolished:

Department/Agency	Position Title	TEC Cost
Consumer & Business Services	Senior Manager, Reform Implementation Team	\$100,000-\$110,000
Consumer & Business Services	Principal Policy Officer	
Consumer & Business Services	Deputy Commissioner and Director, Dispute Resolution	\$200,001-\$210,000

(b) Created:

Department/Agency	Position Title	TEC Cost
Consumer & Business Services	Senior Project Officer	\$100,000-\$110,000
Consumer & Business Services	Manager, Inspection & Compliance	
Consumer & Business Services	Manager, Enforcement Operations	
Consumer & Business Services	Manager, Intelligence, Co-ordination & Strategy	
Consumer & Business Services	Deputy Commissioner and Director, Compliance & Enforcement	\$190,001-\$200,000

**PUBLIC SECTOR ALLOWANCES**

In reply to **Mr GRIFFITHS (Goyder)** (23 July 2015). (Estimates Committee B)

**The Hon. G.E. GAGO (Minister for Employment, Higher Education and Skills, Minister for Science and Information Economy, Minister for the Status of Women, Minister for Business Services and Consumers):**

Attraction, retention and performance allowances as well as non-salary benefits paid to public servants and contractors:

Department of State Development

Minister for Employment, Higher Education and Skills

Minister for Science and Information Economy:

(a) 2013-14:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
Department of State Development	Economic Adviser	ASO8	Retention	\$10,494
Department of State Development	Manager Business International and Infrastructure Services	MAS3	Retention	\$16,428
Department of State Development	Manager Organisation Change	ASO8	Retention	\$4,000
Department of State Development	General Manager People and Culture	MAS3	Retention	\$27,000 (0.9 FTE)
Department of State Development	Chief Finance Officer	MAS3	Retention	\$30,000
Department of State Development	General Manager Office of Coordination	MAS3	Retention	\$20,000
Department of State Development	Principal Accountant, Financial Management	ASO8	Retention	\$31,482
Department of State Development	Principal Economic Policy Officer	ASO8	Retention	\$13,848 (0.8 FTE) or \$11,294 (0.6 FTE)
Department of State Development	General Manager ICT Strategy & Programs	MAS3	Retention	\$20,779

(b) 2014-15:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
Department of State Development	Economic Adviser	ASO8	Retention	\$10,756
Department of State Development	Manager Business International and Infrastructure Services	MAS3	Retention	\$16,428
Department of State Development	Manager Organisation Change	ASO8	Retention	\$4,000
Department of State Development	General Manager People and Culture	MAS3	Retention	\$27,000 (0.9 FTE)
Department of State Development	General Manager Office of Coordination	MAS3	Retention	\$20,000
Department of State Development	Team Leader Budget Operations	ASO8	Retention	\$32,270
Department of State Development	Principal Economic Policy Officer	ASO8	Retention	\$13,848 (0.8 FTE) or \$11,294 (0.6 FTE)

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
Department of State Development	General Manager ICT Strategy & Programs	MAS3	Retention	\$20,779

## TAFE SA

Minister for Employment, Higher Education and Skills:

(a) 2013-14:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
TAFESA	Regional Manager – Mid North and Far North	ASO-8	Attraction	\$399.64
TAFESA	Workforce Relations Project Manager	EM-B	Retention	\$7,699.45
TAFESA	Contract Manager LLMP	ASO-7	Retention	\$ 1,121.92
TAFESA	Educational Manager, Hair and Beauty	EM-A	Retention	\$3,749.24
TAFESA	Manager, Marketing	ASO-7	Retention	\$ 5,475.88
TAFESA	Personal Assistant	ASO-3	Retention	\$ 4,140.22

(b) 2014-15:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
TAFESA	Regional Manager—Mid North and Far North	ASO-8	Attraction	\$ 3,123.20
TAFESA	Manager, Operational Excellence	ASO-8	Attraction	\$ 9,533.64
TAFESA	Senior Workforce Relations Consultant	ASO-6	Attraction	\$3,818.51
TAFESA	Educational Manager, Hair and Beauty	EM-A	Retention	\$579.56
TAFESA	Teaching Systems Consultant	ASO-6	Retention	\$3,409.53
TAFESA	Manager, Business Development	MAS3	Retention	\$15,335.40
TAFESA	Systems and Processes Officer	ASO-5	Retention	\$2,741.83
TAFESA	Regional Manager—Whyalla and Eyre Peninsula	ASO-8	Retention	\$6,383.39

Department for Communities and Social Inclusion

Minister for the Status of Women:

(a) 2013-14:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
Nil	Nil	Nil	Nil	Nil

(b) 2014-15:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
Nil	Nil	Nil	Nil	Nil

No non-salary payments are paid to staff other than payments made directly through the payroll system or for reimbursement of expenses.

Contractors are paid in accordance with their contract terms.

Department of Treasury and Finance

Minister for Business Services and Consumers:

(a) 2013-14:

Agency	Position Title	Classification	Allowance Type	Allowance Amount (\$)
Consumer & Business Services	Senior Project Manager (*)	ASO8	Attraction	3,862

(b) 2014-15:

Agency	Position Title	Classification	Allowance Type	Allowance Amount (\$)
Consumer & Business Services	Senior Project Manager/Senior Manager, Change & Business Improvement (*)	ASO8	Attraction	21,304

(\*) Occupant ceased employment on 24 July 2015.

#### STATE LIBRARY

In reply to **Ms REDMOND (Heysen)** (24 July 2015). (Estimates Committee A)

**The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for Mental Health and Substance Abuse, Minister for the Arts, Minister for Health Industries):**

This income line reflects income received from the total Arts SA budget and apportioned to the State Library. The higher figure in 2013-14 relates to Targeted Voluntary Separation Packages funding.

#### PUBLIC SECTOR ENTERPRISE AGREEMENT

In reply to **Mr MARSHALL (Dunstan—Leader of the Opposition)** (24 July 2015). (Estimates Committee B)

**The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for the Public Sector):** I have been advised:

Employees and agencies covered by the South Australian Public Sector Wages Parity Enterprise Agreement: Salaried 2014 are required to comply with the Commissioner for Public Sector Employment's 'Determination 7: Management of Excess Employees—Redeployment, Retraining and Redundancy'.

The determination requires a chief executive or agency head to undertake the following steps.

1. When organisational change is proposed which is likely to result in a reduction of roles, duties or positions and may result in employees becoming excess to requirements, a consultation process must be undertaken.

2. Prior to considering whether an employee is excess to requirements (and formally declared excess), chief executives, agency heads or delegates will consider whether there are suitable alternative roles, duties or positions that are available within the relevant agency, or likely to become available within a reasonable time and into which the employee could be transferred to, with or without the provision of additional training for the employee.

3. An employee will be declared excess where the duties assigned or allocated to them or the role or position at their substantive classification/remuneration level is no longer required and it is not practicable to transfer to or assign the employee to other duties commensurate with their substantive remuneration level within a reasonable time (with or without the provision of additional training for the employee).

The process and time period of identifying alternative duties or positions at an employee's substantive classification/remuneration level within an agency varies.

The determination does not require chief executives or agency heads to formally record the number of employees who are involved in that process. This enables the chief executive or agency head to consider their respective resources and workforce plans.

When a chief executive or agency head formally declares an employee excess, the details of that employee are entered onto the 'Excess Employee Database'. The database is a 'live database' recording the actual number of employees formally declared excess and the number will fluctuate.

The Office for the Public Sector is responsible for the administration of the database, and public sector agencies are responsible for entering and ensuring the information on the database is up-to-date.

The variability of duties and positions in an agency and across the public sector would require an administratively complex system to collate the number of employees who, as a result of organisational change, may be declared excess. To ensure the accuracy of the information, public sector agencies would need to input current information on individual employees and their status as circumstances change for each individual employee.

#### PUBLIC SERVICE EMPLOYEES

In reply to **Mr MARSHALL (Dunstan—Leader of the Opposition)** (24 July 2015). (Estimates Committee B)

**The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for the Public Sector):**

Minister for Education and Child Development:

Between 30 June 2014 and 30 June 2015 positions with a total employment cost of \$100,000 or more:

(a) Abolished:

Department/Agency	Position Title	TEC Cost
Education and Child Development	Industry Skills Manager Hills & Murray Mallee	\$106791
Education and Child Development	Industry Skills Manager Fleurieu & KI	\$106791
Education and Child Development	Manager, Special Education Resource Unit	\$116474
Education and Child Development	Industry Skills Manager Western Adelaide	\$106791
Education and Child Development	Industry Skills Managers Southern Adelaide	\$106791
Education and Child Development	Manager, Support, Disability and Wellbeing	\$113381
Education and Child Development	Industry Skills Manager Northern Adelaide	\$106791
Education and Child Development	Industry Skills Manager Northern Adelaide	\$103681
Education and Child Development	Industry Skills Manager, Eastern Adelaide	\$103681
Education and Child Development	Manager, Regional Support Services (x20 positions)	\$119968
Education and Child Development	Industry Skills Manager Southern Adelaide	\$106791
Education and Child Development	Industry Skills Manager Mid North	\$103681
Education and Child Development	Industry Skills Manager Far North	\$106791
Education and Child Development	Manager, Inter-Related Services	\$126561
Education and Child Development	Aboriginal Education Coordinator (x2 positions)	\$103681
Education and Child Development	Director Capital Programs & Asset Services	\$174892
Education and Child Development	Program Manager, Industry Skills Program	\$122875
Education and Child Development	Program Manager, LNNP	\$122875
Education and Child Development	Work, Health and Safety Consultant	\$103467
Education and Child Development	National Partnerships Literacy Manager	\$119968
Education and Child Development	National Partnerships Literacy Manager	\$116474
Education and Child Development	Cluster Manager, Anangu Lands	\$126561
Education and Child Development	Manager, Student, Change & Development	\$119968
Education and Child Development	SPO Better Futures Integrating Support	\$119968
Education and Child Development	Manager, Statewide Support Services	\$126561
Education and Child Development	Aboriginal Cultural Consultant	\$106791
Education and Child Development	On Assignment Leader	\$126561
Education and Child Development	Principal On-Assignment	\$150259
Education and Child Development	On Assignment	\$122875
Education and Child Development	Principal On-Assignment	\$108595
Education and Child Development	Principal On Assignment	\$121984
Education and Child Development	Principal on Assignment	\$119968
Education and Child Development	Program Manager, National Partnership	\$129268
Education and Child Development	Regional Emergency Care Coordinator	\$108965
Education and Child Development	Placement Coordinator	\$108965
Education and Child Development	Supervisor, Northern Region	\$108965
Education and Child Development	Team Leader, Injury Prevention	\$102186
Education and Child Development	Senior Communication Officer	\$102186
Education and Child Development	Business Analyst	\$102186
Education and Child Development	Senior HR Consultant	\$102186
Education and Child Development	Lead Program Officer	\$102186
Education and Child Development	Departmental Liaison Officer	\$102186
Education and Child Development	Lead Program Officer	\$102186



Department/Agency	Position Title	TEC Cost
Education and Child Development	Management Accountant	\$102186
Education and Child Development	Project Officer	\$102186
Education and Child Development	Senior Program Advisor	\$102186
Education and Child Development	Senior Program Advisor	\$102186
Education and Child Development	Senior Program Advisor	\$102186
Education and Child Development	Senior Briefing Officer	\$102186
Education and Child Development	Senior Briefing Officer	\$102186
Education and Child Development	Senior Project Officer	\$102186
Education and Child Development	Lead Program Officer	\$102186
Education and Child Development	Senior Project Officer	\$102186
Education and Child Development	Regional Business Manager Country	\$115367
Education and Child Development	Directorate Business Manager	\$115367
Education and Child Development	Manager—Executive Services	\$124521
Education and Child Development	Principal Project Officer	\$124521
Education and Child Development	Program Manager, Service Improvement	\$124521
Education and Child Development	Project Coordinator, FSA Re-design	\$124521
Education and Child Development	Project Coordinator, FSA Re-design	\$124521
Education and Child Development	Project Coordinator, FSA Re-design	\$124521
Education and Child Development	Manager Operational Policy/Plan	\$117625
Education and Child Development	Manager Country Operations	\$117625
Education and Child Development	Operations Manager	\$117625
Education and Child Development	Manager, Country region	\$117625
Education and Child Development	Manager, Country region	\$126783
Education and Child Development	Program Manager, Families SA Redesign	\$126783
Education and Child Development	Supervisor, Statewide Services	\$105209
Education and Child Development	Supervisor, Country Region	\$105209
Education and Child Development	Supervisor, Statewide Services	\$108965
Education and Child Development	Principal Social Worker	\$123243
Education and Child Development	Senior Policy & Program Officer	\$102186
Education and Child Development	Senior Briefing Officer	\$102186
Education and Child Development	Investigations Officer	\$102186
Education and Child Development	Psychologist	\$102186
Education and Child Development	Psychologist	\$102186
Education and Child Development	Senior Policy and Program Officer	\$102186
TOTAL	97 positions	\$11,083,353

(b) Created:

Department/Agency	Position Title	TEC Cost
Education and Child Development	Seconded Principal, Leadership for Learning	\$126561
Education and Child Development	Principal On-Assignment	\$108595
Education and Child Development	Team Leader (x10 positions)	\$113381
Education and Child Development	Support Services Channel Manager	\$126561
Education and Child Development	Support Services Channel Manager	\$126561
Education and Child Development	Channel Manager Support Services	\$126561
Education and Child Development	Principal On Assignment	\$121984
Education and Child Development	Principal On Assignment	\$148764
Education and Child Development	Principal On Assignment	\$108595
Education and Child Development	Assistant Director Anangu Lands	\$139735
Education and Child Development	Principal On Assignment	\$135374
Education and Child Development	Team Leader	\$113381

Department/Agency	Position Title	TEC Cost
Education and Child Development	Channel Manager Support Services	\$126561
Education and Child Development	Channel Manager Support Services	\$126561
Education and Child Development	Team Leader	\$113381
Education and Child Development	Team Leader	\$113381
Education and Child Development	Director of Operations	\$16400
Education and Child Development	Principal On Assignment	\$126561
Education and Child Development	Manager, Learning & Behaviour	\$119968
Education and Child Development	Manager, Vulnerable Student Services	\$126561
Education and Child Development	Program Leader, Chinese Bilingual School	\$126561
Education and Child Development	Principal on Assignment	\$119968
Education and Child Development	Director, Community Planning and Service Development	\$142864
Education and Child Development	Executive Director, Learning Improvement	\$214925
Education and Child Development	Site Support Leader	\$126561
Education and Child Development	Principal On Assignment	\$119968
Education and Child Development	Results Plus Site Leader on Assignment	\$128683
Education and Child Development	Principal On Assignment (Results Plus)	\$128683
Education and Child Development	Supervisor	\$108965
Education and Child Development	Principal Aboriginal Consultant	\$123243
Education and Child Development	Principal Clinician	\$123243
Education and Child Development	Assistant Director, Residential Care	\$138272
Education and Child Development	Directorate Business Manager	\$102186
Education and Child Development	Senior Project Officer	\$102186
Education and Child Development	Facilitator of Learning	\$102186
Education and Child Development	Supervisor	\$102186
Education and Child Development	Senior Policy & Project Officer	\$102186
Education and Child Development	Senior HR Business Partner	\$102186
Education and Child Development	Senior HR Business Partner	\$102186
Education and Child Development	Principal Investigation Officer	\$115367
Education and Child Development	Principal Policy & Program Officer	\$115367
Education and Child Development	Organisational Psychologist	\$115367
Education and Child Development	Principal Business Manager	\$124521
Education and Child Development	Principal Business Manager	\$124521
Education and Child Development	Manager, Executive Services	\$124521
Education and Child Development	Manager, Executive Services	\$124521
Education and Child Development	Manager Residential Care	\$126783
Education and Child Development	Manager Human Resources	\$126783
Education and Child Development	Assistant Regional Director, Country	\$121029
Education and Child Development	Assistant Regional Director, Country	\$121029
Education and Child Development	Assistant Director, Residential Care	\$121029
Education and Child Development	Director, Policy & Reporting	\$195000
Education and Child Development	Executive Director, Country Operations	\$260000
Education and Child Development	Executive Director, Metro Operations	\$235000
Education and Child Development	Supervisor	\$108965
Education and Child Development	Principal Social Worker	\$123243
Education and Child Development	Senior Policy & Program Officer	\$102186
Education and Child Development	Senior Briefing Officer	\$102186
Education and Child Development	Investigations Officer	\$102186
Education and Child Development	Psychologist	\$102186
Education and Child Development	Psychologist	\$102186

Department/Agency	Position Title	TEC Cost
Education and Child Development	Senior Policy and Program Officer	\$102186
TOTAL	71 positions	\$8,846,856

#### SEPARATION PAYMENTS

In reply to **Mr KNOLL (Schubert)** (24 July 2015). (Estimates Committee B)

**The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for the Public Sector):** I have been advised:

Campbell Gemmell received an amount of \$47,020.00 gross to effect his separation and also reasonable costs associated with the relocation of him and his spouse from Adelaide to Scotland.

Frederic Hansen received an amount of \$10,000 towards relocation of him and his spouse from Adelaide to the United States, in addition to the termination payments provided for in his contract.

#### PUBLIC SERVICE EMPLOYEES

In reply to **Mr MARSHALL (Dunstan—Leader of the Opposition)** (27 July 2015). (Estimates Committee A)

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs):**

Positions with a TEC of \$100,000 or More Abolished and Created

Minister for Defence Industries

Between 30 June 2014 and 30 June 2015 positions with a total employment cost of \$100,000 or more:

(a) Abolished:

Department/Agency	Position Title	TEC Cost
Defence SA	Nil positions abolished	

(b) Created:

Department/Agency	Position Title	TEC Cost
Defence SA	Nil positions abolished	

Minister for Investment and Trade

Between 30 June 2014 and 30 June 2015 positions with a total employment cost of \$100,000 or more:

(a) Abolished:

Department/Agency	Position Title	TEC Cost
Department of State Development	Nil	

(b) Created:

Department/Agency	Position Title	TEC Cost
Department of State Development	Director, ASEAN	\$152,974

Minister for Veterans' Affairs

Between 30 June 2014 and 30 June 2015 positions with a total employment cost of \$100,000 or more:

(a) Abolished:

Department/Agency	Position Title	TEC Cost
DTF/Veterans SA	Nil	N/A

(b) Created:

Department/Agency	Position Title	TEC Cost
DTF/Veterans SA	Manager, Anzac Centenary Coordination Unit	\$124,655

Department/Agency	Position Title	TEC Cost
DTF/Veterans SA	Principal Project Officer, Anzac Centenary Coordination Unit	\$102,461

### PUBLIC SECTOR ALLOWANCES

In reply to **Mr MARSHALL (Dunstan—Leader of the Opposition)** (27 July 2015). (Estimates Committee A)

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs):**

Attraction and Retention Allowance

Minister for Defence Industries

Attraction, retention and performance allowances as well as non-salary benefits paid to public servants and contractors:

(a) 2013-14:

Position Title	Classification	Allowance Type	Allowance Amount
Director Workforce Development	ASO8	Retention	\$8,189
Director Marketing and Communication	ASO8	Retention	\$51,435
Director Strategic Policy and Planning	ASO8	Retention	\$29,579
Acting Director Strategic Policy and Planning	ASO8	Attraction	\$7,991
Safety Systems Manager	ASO7	Retention	\$3,686
Maintenance Manager CUF(1)	OPS7	Retention	\$59,823
Maintenance Technician CUF	OPS4	Retention	\$25,754
Maintenance Technician CUF	OPS3	Retention	\$8,320
Maintenance Assistant CUF	OPS2	Retention	\$13,295
Maintenance Assistant CUF	OPS2	Retention	\$5,807
General Manager CUF	SAES1	Additional Duties	\$12,000
Maintenance Supervisor CUF	SAES1	Additional	\$8,000

(1) Techport Australia Common User Facility (CUF)

(b) 2014-15:

Position Title	Classification	Allowance Type	Allowance Amount
Director Workforce Development	ASO8	Retention	\$8,404
Director Marketing and Communication	ASO8	Retention	\$52,783
Director Strategic Policy and Planning	ASO8	Retention	\$28,576
Acting Director Strategic Policy and Planning	ASO8	Retention	\$5,836
Director Governance and Regulation	ASO8	Retention	\$2,815
Safety Systems Manager	ASO7	Retention	\$3,782
Maintenance Manager CUF (1)	OPS7	Retention	\$61,392
Maintenance Technician CUF	OPS4	Retention	\$32,579
Maintenance Technician CUF	OPS3	Retention	\$11,301
Maintenance Technician CUF	OPS3	Retention	\$5,697
Maintenance Assistant CUF	OPS2	Retention	\$9,684
Maintenance Assistant CUF	OPS2	Retention	\$10,097
Maintenance Assistant CUF	OPS2	Retention	\$12,404

(1) Techport Australia Common User Facility (CUF)

Minister for Investment and Trade

Attraction, retention and performance allowances as well as non-salary benefits paid to public servants and contractors:

(a) 2013-14:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
Department of State Development	General Manager Immigration SA	MAS3	Retention	\$12,000

(b) 2014-15:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
Department of State Development	General Manager Immigration SA	MAS3	Retention	\$12,000

#### Minister for Veterans' Affairs

Attraction, retention and performance allowances as well as non-salary benefits paid to public servants and contractors:

(a) 2013-14:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
DTF/Veterans SA	Nil	n/a	n/a	n/a

(b) 2014-15:

Dept/Agency	Position Title	Classification	Allowance Type	Allowance Amount
DTF/Veterans SA	Nil	n/a	n/a	n/a

#### MINISTERIAL STAFF

In reply to **Mr MARSHALL (Dunstan—Leader of the Opposition)** (27 July 2015). (Estimates Committee A)

**The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Defence Industries, Minister for Veterans' Affairs):** I have been advised of the following:

All Ministerial appointments are as follows:

Title	Total Employment Cost as at 30 June 2015 \$'000
Chief of Staff	196
Ministerial Adviser x 2	248
PA to Minister	75
Senior Policy Adviser	76

Non Ministerial appointments are as follows:

Title	Total Employment Cost as at 30 June 2015 \$'000
Office Manager	108
PA to Minister	18
Principal Adviser	54
Parliamentary Cabinet Officer	79
PA Chief of Staff	69
Senior Project Officer	81
Business Support Officer	13
Administrative Officer x 2	47

#### WARRIPARINGA WETLANDS

In reply to **Mr DULUK (Davenport)** (27 July 2015). (Estimates Committee A)

**The Hon. K.J. MAHER (Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Aboriginal Affairs and Reconciliation):** I am advised that the Department of Planning, Transport and Infrastructure (DPTI) are not seeking to acquire any portion of the Warriparinga Wetlands. In relation to the consultation with Aboriginal people regarding impact on Aboriginal Heritage associated with the Darlington Interchange, I can advise:

- An advertisement was placed in the public notices column of *The Advertiser* Newspaper on Saturday 10 January 2015 announcing a public meeting scheduled for 22 January to discuss the Darlington Upgrade project and its impact on Aboriginal heritage.
- 30 letters were mailed out advising relevant Aboriginal parties of the public meeting to discuss the Darlington Upgrade project. Among the recipients of the letter were the Chairperson of the Kurna Nations Cultural Heritage Association (KNCHA) and the law firm representing KNCHA. Included in the mail-out was an Information Pack summarising the Darlington Upgrade project.
- The section 13 consultation meeting then took place on 22 January. Seven members of the Aboriginal community attended. Although the opportunity was provided, neither Kurna nor Ramindjeri participants raised any concerns about the Tjilbruke Dreaming Tracks at this meeting.
- Two submissions were received regarding the Darlington Upgrade project.
- As part of the process for engagement of Aboriginal interest groups, DPTI engaged an appropriately qualified consultant to undertake and then report on two separate cultural heritage surveys, representing the interests of both Kurna and Ramindjeri nations. Members of the Kurna and Ramindjeri communities were participants, respectively, in the two separate cultural heritage surveys.
- The State Aboriginal Heritage Committee which is established under section 7 of the *Aboriginal Heritage Act 1988* then considered all the information pertaining to the consultations as described above, before providing me with their advice on the application by DPTI. The Crown Solicitor certified that actions undertaken on my behalf did, in his opinion, comply with the provisions of the Aboriginal Heritage Act and common law obligations in relation to procedural fairness.

#### **POLICE ASSET MAINTENANCE**

In reply to **Mr GARDNER (Morialta)** (27 July 2015). (Estimates Committee B)

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety):** I have been advised:

The budget for the asset maintenance annual provision increased as a result of approved adjustments during the year. One adjustment was the transfer of \$4.4 million from the supplies and services line to the investing line. There was no financial impact to South Australia Police (SAPOL). The adjustment was a transfer between SAPOL's operating and investing budgets rather than a 'budget blowout' in asset maintenance.

#### **TRANSIT POLICE**

In reply to **Mr WINGARD (Mitchell)** (27 July 2015). (Estimates Committee B)

**The Hon. A. PICCOLO (Light—Minister for Disabilities, Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety):** I have been advised:

The 2014-15 actual result for the number of traffic cautions issued as recorded on expiation notices is 54,603.