

HOUSE OF ASSEMBLY

Tuesday, 7 June 2016

The **SPEAKER (Hon. M.J. Atkinson)** took the chair at 11:01 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

RAIL SAFETY NATIONAL LAW (SOUTH AUSTRALIA) (MISCELLANEOUS NO 2) AMENDMENT BILL

Second Reading

Adjourned debate on second reading.

(Continued from 25 May 2016.)

Mr PISONI (Unley) (11:03): I spoke at some length at the last sitting period and sought leave to conclude my remarks just in case I missed something out, but I think I covered it fairly well. On that basis, as indicated in my previous remarks, the opposition supports the bill, and I commend it to the house.

Mr PEDERICK (Hammond) (11:04): I rise to speak to the Rail Safety National Law (South Australia) (Miscellaneous No. 2) Amendment Bill 2016. This is part of a range of bills that we have had in regard to Rail Safety National Law. I note that back in 2009 the Council of Australian Governments agreed to implement national rail safety reform so that we would end up with a national single rail safety regulator. In so doing, we would develop a rail safety national law which would, obviously, be administered by that rail regulator.

The aims of the reform are to support a seamless national rail transport system, not reduce the existing levels of rail safety (so you would hope it would augment better levels of safety), streamline the regulatory arrangements, reduce the compliance burden for business (which can only be a good thing) and also improve national productivity and reduce transport costs generally.

In regard to the operation of the regulator, it has successfully discharged its obligations under the law in the first two years of operation. That included facilitating the safe operation of rail transport in Australia by providing a scheme for national accreditation of rail transport operators and promoting the provision of national policies, procedures and guidance to industry.

This bill is the second amendment package, which is administrative in nature, and it will improve the operation of the Rail Safety National Law (South Australia) Act. It will do this partly by clarifying issues around infringement penalties and court-imposed penalties so that they can be paid into the regulator's fund; this, as I indicated, provides clarity to an existing provision. It will also maintain currency with relevant national systems for the delivery and assessment of competencies relevant to rail safety workers and provide flexibility to recognise those different systems if changes are made in the future.

Certainly, there is talk about allowing authorised officers to secure the perimeter of sites for compliance and investigation purposes, but that would not explicitly restrict access to rolling stock. There is a requirement for a third party to notify a rail infrastructure manager before carrying out any work near a railway that threatens or is likely to threaten the safety of the railway or the operational integrity of the railway.

This is really an administrative matter to keep up with national law. When you go into the history of rail in Australia it would have been nice to have a national law way back in the 1800s so that we did not end up with so many gauges which have had to be either fixed, changed over, or in some cases we have just had to live with. We note over history the number of times people have had

to change trains, whether it is during the Second World War heading to Darwin or just travelling interstate.

In the early nineties, I worked on the Melbourne-Adelaide rail standardisation program (the MARS project, as it was called). It was an interesting project, where contractors joined in the work alongside the few remaining rail gang people who were still left back then. We used to have quite a group of rail gangers who lived up and down the railway line, wherever they were in South Australia, and these people did excellent work maintaining the rail. It was a mix of experienced gangers and contractors, or, like me, a lot of farmers or people from local towns. We were working on the section between just north of Coonalpyn down to the other side of Keith.

It was an interesting project where, for a few weeks, before the main shift happened at Easter time, we had an unclipping machine which was taking the clips off the rail. You have to understand that we still had trains running on it because this was the main Melbourne-Adelaide line. You would unclip every other clip, then on the corners you might do one in six and then take out every other one again on the straight. The corners obviously needed better stability for trains to come round. Train speeds were reduced as we made more progress over time, and in the end they managed to run the trains right up to the Easter when we did the full move.

It was interesting that we were using equipment that was built for maintenance and not for major projects like this, so inevitably it would break down. It certainly highlighted the fact when we did the big shift—and I am just glad I was put on the little machine, which was like a little trolley with a Honda motor on the back. You roared along and set the unclipper in place, snapped the clips off, and your workmate picked up the clips and threw them in a pile to be picked up. It was good work and it was fascinating.

One day, I sat in one of the supervisor's Toyotas, when my machine was being repaired. One good thing was that we had a repair crew so that if anything went wrong you just waved to them. You did not have to do your own maintenance—up they came and fixed it. I looked at the program for the works and asked, 'What's this? It says we only need to do eight kilometres a day.' He said, 'That's alright.' I said, 'We're doing 16.' He said, 'That's even better.' It was interesting work. I met a lot of people, and they were going to take me on and have me work on the next section north of Murray Bridge through to Adelaide, but I had to get home and help with the seeding.

It was certainly a good project to standardise the rail. I take my hat off to the guys who were in the middle of the crew because, when they did the rail before, any of the work started had concrete sleepers installed with two lots of lugs so that you could go from the broad gauge, which it was, back to standard. The rail was lifted about three feet in the air (a metre in new terms) and people would turn items around on the rail and then put the rail back. It was a lot of backbreaking work. I was very fortunate to be part of that for only about an hour for the whole main shift. This does exemplify the fact that it is better, especially with national rail, to have a national law so that we can have better management and better safety procedures, and that is essentially what this bill is about.

It does cause me angst to think that after just over 100 years the Mallee lines have essentially been shut down. They are still there, but there has been a lack of maintenance funding and restricted use on those lines. I used to look after all these lines. There is only a little bit of rail near Tailem Bend now. They are well up into the member for Chaffey's seat now, right through to the border at Pinnaroo. When you look at this rail that helped open up this state and this country, it is sad that it has now been shut down because the last users, Viterro, figured that it was not beneficial or consistent with good practice and that they could shift grain cheaper by road.

This does raise a lot of quandaries. I think more money should have been put into the maintenance of that rail to keep it up to speed instead of it only being able to operate at night or under 30° and at speeds, when it was warm, of only up to 25 km/h. It did have its own inefficiencies, but it is nothing that could not have been helped with more money being spent on the maintenance.

In relation to the Melbourne to Adelaide line, there is talk about a rail freight bypass coming in from Monarto. I know that GHD did a report on this several years ago, to do a bypass from somewhere near Monarto and shoot around to, possibly, Two Wells to completely bypass Adelaide. I think there is a lot of sense in this proposal, but there are also a lot of dollars (pardon the pun) in this proposal.

When I say a lot of dollars, it is billions of dollars because certainly it would be a multibillion dollar project. It would have to secure the access route and, to increase the viability and feasibility of it as a transport network, if it ever were to go in place—and I like to think that it would one day—it would also have a highway built next to it. Essentially, from what the studies tell us, something like at least 70 per cent of the freight that comes into Adelaide, whether by road or rail, could be diverted round to the north and completely miss coming up through the Hills.

We have had Hills rail since rail was laid down in South Australia and, in order to have efficient trains, the trains have been lengthened. We have had pull-over places of up to two kilometres long put in for the extra long trains that go along now, and that is a fact of life. I think that on the national stage it would be a great program to run that rail round from Monarto, from the intermodal hub. We already have a range of industry at Monarto: we have Australian Portable Camps, we have Scotts Transport, we have Adelaide Mushrooms right there, and we have a Big W distribution centre and a whole range of others involved in freight and industry located there.

I certainly believe it would make a lot of sense in the future. It is something that I think governments of all colours and all levels need to look at into the future so that we get these things sorted out because it would take away not only a lot of the trains, or a lot of the carriages, that would have to come right through the Adelaide Hills, past Mount Barker and through to Adelaide, but also a lot of the road freight.

I certainly acknowledge that Portrush Road is a vital part of that freight network, especially heading round to the grain silos at Viterra. A lot of those road trucks are being taken off just because a lot more trains are now hauling grain into Port Adelaide, so I think there is much work that could be done there, and it needs to be looked at. Down the track, there is also the potential for an airport at Monarto to make it a real intermodal project that would benefit this state into the future.

In line with that, people sometimes talk to me about passenger rail from down Murray Bridge way into Adelaide, and the problem is the simple fact of having to curl your way up through Mount Barker and Blackwood. Back when I was younger—and it is a little while ago now—I can remember that at Coomandook, which is an hour by train further on from Murray Bridge, it would take three hours for the Bluebird to get out there. That means it is about two hours from Murray Bridge through to the Adelaide station. If you had passenger rail, I think it would just be too much of a time inconvenience.

In the bigger picture—and this would be a big project—if you are going to run passenger rail into Adelaide from Murray Bridge, you would need to divert off somewhere near Mount Barker and run rail virtually in alignment with the freeway. You could go to light rail if you were only using it for passengers, and you would probably have to make another tunnel at the Heysen Tunnels. Again, I am heading into the billions of dollars—but you can always have a wish list.

You could connect through to the existing line that crosses Cross Road. That would make rail travel far more convenient for people coming from my end into Adelaide but, because of the cost, I do not know if that would ever happen. I think it would be far more sensible to get Metroticketing and public transport through to Murray Bridge, and it is already at Mount Barker. It would really open up avenues for people, whether they be students, elderly or people just going about their business, to access the city, as Murray Bridge is an ever-growing place, and it would certainly benefit the community.

With those few words, I certainly support the use of rail, and I think we should be making more use of it and not less. As I said, I think it would have been good if we had had some more cohesion between the states all those years ago, back in the 1800s, when rail was going down, that we did not end up with so many gauges, whether they be narrow, standard or broad; and I believe there are some others. It would have made it far simpler for everyone into the future.

Mr WHETSTONE (Chaffey) (11:20): I have a brief contribution with regard to the Rail Safety National Law (South Australia) (Miscellaneous No. 2) Amendment Bill. It is obviously with a little bit of sadness that I get up. The member for Hammond has touched on the issues regarding the rail that was operating in the electorate of Chaffey but, to give a bit more background, in December 2009 the Council of Australian Governments implemented national rail safety reform, creating a single rail safety regulator and developing a rail safety national law.

The Rail Safety National Law commenced operation in January 2013, with Queensland recently also adopting the law. The Office of the National Rail Safety Regulator now operates in all jurisdictions. The Office of the National Rail Safety Regulator was established as a body corporate under the law and facilitates safe rail operations through accreditation of operations under industry guidance, education and training. The National Transport Commission identifies legislative amendments in cooperation with the regulator and participating jurisdictions.

Ministers of transport and infrastructure councils approved this bill on 6 November 2015, and South Australia, as a host jurisdiction, is responsible for the passage of amendment bills through the South Australian parliament, which are subsequently automatically adopted into legislation by other participating jurisdictions through the application act.

I want to quickly touch upon the issue of rail here in South Australia. Rail was obviously one of the stable mechanisms of transport, particularly bringing in primary production and passengers from regional South Australia, from interstate, into primarily Adelaide, or down at Port Adelaide, for many of the commodities that came in on train, but primarily driven by grain.

Obviously, recently, we have seen the discontinuation of rail for the two Mallee lines. It was quite a sad day when the last train pulled out of Loxton and was not going to be backed up by the next rail load of grain heading from Loxton or Tookayerta, heading towards Taillem Bend and then obviously down to the Port.

There have been many issues. There was quite a bit of consultation between myself and the current Minister for Transport, and there was a lot of concern about what would happen once the use of those two train lines, or two train routes, was discontinued. That was going to put a potential 200,000 tonnes of grain on the road, taking it off the rail. So I had a number of concerns. Obviously one was the condition of the three major highways that are now being put under pressure: the Mallee Highway, the Karoonda Highway—as it is affectionately known, but its official title is the Stott Highway—and of course the Sturt Highway.

Those highways are now seeing extreme amounts of pressure put on them. It is not just about the grain that is now all on-road; the wine grape vintages are also putting extra pressure on roads because what we are seeing is a lot of fruit coming out of the Riverland and neighbouring areas and heading down to the Barossa and to McLaren Vale, Langhorne Creek, and into Victoria in some cases. We are seeing growth industries now utilising those three highways much more regularly.

It is not just grain, it is not just wine grapes, it is hay and a myriad of jurisdictions that are now using it, particularly the potato industry. Potatoes, onions, broadacre horticulture are all now putting everything on the road. It is not just about the product, it is about inputs. Obviously when we see these farms growing a lot of product, we have to remember that there are inputs that go in there as well, like the return trucks—whether they are for nutrient, fertiliser, seed or overrun of production lines—and we are seeing a number of small mines opening up in that jurisdiction too.

They were always issues that I put to both the minister and Genesee & Wyoming when we were in that transition period. The transition period was about a 12-month period. When I first met with the minister my concerns were listened to, so there was a 12-month breathing period between making that announcement and then the negotiations with Genesee & Wyoming to continue using those rail lines.

Yes, sadly, the rail lines were in poor condition. I think in particular the Mallee line was in a poorer state than the Riverland or the Tookayerta lines. However, what we saw was farms positioning themselves and putting in infrastructure so that they could use more on-farm storage. Rather than having the mass of grain put into trucks and utilising truck after truck down the highway, with on-farm storage in particular we are seeing a more steady pace of grain out of the region. A lot more grain is stored on-farm now so that farmers can utilise markets. They can utilise their selling power rather than hitting the port, hitting the markets and hitting the silos with one big heavy thrust.

There are other players now within the grain-buying or grain-trading jurisdiction and that is basically levelling out the huge demand on those highways during grain season which, essentially, is from the end of October to around Christmas time. Then we see a continual flow of the broadacre horticulture and then the wine grape vintage. We see a number of trucks carrying a broad range of

horticulture, particularly citrus, almonds and other stone fruit. We see the opening up of free trade agreements with exporters now putting a lot more product on the highway, down to a port and onto a boat and, in some cases, onto a plane.

We are seeing now a lot more of our product hitting those roads and putting pressure on those roads. I note that the member for Hammond had some very expensive ideas, and I probably have some pretty expensive ideas too—and I am sure the Minister for Transport is listening—because I would like to think that we would be able to reduce the number of heavy vehicles on our roads. Why can we not look at putting road trains on those three highways? Why can we not look at making those highways safer, more robust, with wider shoulders and reducing the number of trucks, making the industries more viable?

If we look at the West Coast of South Australia, over in the electorate of Flinders, under the good guidance of the member for Flinders in the chamber here, they have a competitive advantage by using road trains and a lesser number of trucks. However, it is also cheaper to get every tonne of product down to port and into market, so I think that is something that we need to be looking at. We see a lot of product now containerised and I think the road train configuration can be very easily adapted to the farming model.

If we look at B-triples, they are very expensive for a farmer to adopt or to adapt. They are moving, I guess, trucks within the farm. But what we can see is that it is very easy to adapt two A trailers into a road train configuration. If we make them more competitive and get the number of trucks reduced on the road, I feel that that would make it a safer road, particularly with the initiation of being able to use the road train configuration.

Again, load restrictions, speed restrictions and heat restrictions were put on those rail lines, which also took a toll when the rail was in operation, but those same restrictions still take a toll on the road. In hot weather we see heavy vehicles running onto the edge of shoulders, and shoulders fall to bits very quickly. What I would like to think is that we would be able to upgrade our roads to a level that is not only satisfactory and safe but also will give us competitive advantage, particularly by applying those road train configurations.

I have touched on the wine grape crush. As we know, 64 per cent of the state's wine crush comes out of the Riverland, and so a majority of that crush does go to other areas that utilise our highways. Again, we need to look at some long-term vision. I just wanted to touch, too, on the rail, which had no place in the current government's latest 30-year infrastructure transport plan. So, it was clear that there was no real intent that we were going to see rail supported, particularly in some of our most productive and diverse areas in South Australia. Again, when grain hit rail there was about 307 kilometres out of Loxton down to Tailem, and if we looked at road it was about 257 kilometres. So, there was, I guess, a saving in the length of that trip; but, again, once those trucks hit our roads everyone has to deal with it—cars, motorbikes—and, in particular, it becomes a road safety issue.

If we look at the government's method of reducing our road toll, it is, 'We won't fix the roads, we'll just slow the traffic down.' I think it is clear that it is a much cheaper solution when they do not have to actually enact any real major infrastructure upgrades—'We'll just slow the traffic down.' It is much cheaper just to change a road sign than it is to actually fix up what is really important, and that is to make our roads safer for everyone to use, whether it is for private or commercial use.

Again, it is an issue of, 'Let's see how we can make our road infrastructure better. How can we make it more efficient?' I reckon that I have one better than the member for Hammond. Let us say that we have trucks coming off the Mallee Highway, trucks coming off the Stott Highway and trucks coming down the South Eastern Freeway, and we cross at Monarto or we come across at Sedan. Let us divert all the trucks away from the Mount Barker Road. Let's direct all the trucks away from coming down that dangerous section of very steep road into Adelaide.

Let us get them off Portrush Road and get them on the bypass road through Sedan, the Halfway House Road. Let us get them onto the Sturt Highway (a dual passageway) to the Truro bypass and into the port, and no-one has to deal with trucks coming up behind private vehicles on the Mount Barker Road. They do not have to deal with trucks on Portrush Road, and it makes it a much safer environment.

If we are not going to spend money on rail, let us spend money on productive infrastructure. Let us get the heavy vehicles to port, to the airports, in the best and safest way possible. It has been put on the Engineers Australia program and it is something that I think we need to look much more seriously at. I just want to say that it was a sad day when both Mallee rail lines were put out of existence, if you like. The rail towns are slowly fading. That is just attrition when we do not have rail running through those towns. The rail lines are now rusty. Sadly, the rail corridor is infested with weeds. It is something that is almost from a bygone era.

Once upon a time in the Mallee, those smaller towns thrived. Some of the small Mallee towns had hundreds of children going to those local schools. Today, there is barely a person in sight. All we ever see are roly-polies and the silos that were once used and now are in a state of disrepair. Really, today, the telltale trains are no longer there. They are part of history, and it is sad that we are ignoring what rail gave to this state. We are putting all of our product and all of our transport mechanisms onto the road, but it is a failing piece of infrastructure, whether it is the Mallee, the Stott Highway or the Sturt Highway.

I think we need to work in a much more constructive way. It is all very well to put every piece of resource into the north-south corridor, which I think is a valuable piece of infrastructure. We look at O-Bahn upgrades, which are questionable. In some cases, we see a lot of what I would say is pork-barrelling here in South Australia with governments looking after their marginal seats and doing things that are questionable about the productivity of this great state.

I would like to see us have a great productivity gain here in South Australia by upgrading our roads and making sure our heavy vehicles are competitive right across the state and that we support our agriculture sector no matter whether it is in a government-held electorate or an opposition-held electorate. We need to support the state's economy and, at the moment, we are not seeing a government that is really harnessing how they can actually make this state a better state that is more productive and gets our product efficiently and effectively to port or to its destination so that we can compete with our other states.

What we are seeing at the moment is South Australia becoming more and more uncompetitive. I think that putting rail out of action and not upgrading or not working to make our road networks competitive is a blight on this current government. I support this bill, and I hope that the minister has a sympathetic ear to the way we can actually upgrade our roads and be more competitive.

Parliamentary Procedure

VISITORS

The DEPUTY SPEAKER: Before I call the next speaker, I would like to acknowledge the presence in the gallery today of a wonderful group of people from the Blackwood Ladies Probus Club accompanied by a supportive gentleman, I hear. They are guests of the member for Davenport. I hope you have enjoyed your time here in Parliament House this morning and your tour, and we look forward to seeing you again very soon. The member for Davenport is going to speak.

Bills

RAIL SAFETY NATIONAL LAW (SOUTH AUSTRALIA) (MISCELLANEOUS NO 2) AMENDMENT BILL

Second Reading

Debate resumed.

Mr DULUK (Davenport) (11:37): I also want to say a few quick words on this bill as it pertains to rail and rail infrastructure. As I am sure my ladies will attest, rail is a big part of our community in Davenport, so I just want to use this opportunity to say a few words about current passenger efficiency, park-and-ride facilities in my electorate, of course the freight line and the ongoing problem with boom gates in my electorate.

The rail line—the Belair line and the freight line—of course, cuts through Davenport. The Adelaide Metro line provides a passenger service to Belair, between Belair and Adelaide, and the freight line travels along the corridor on its way through to the eastern seaboard. As a result, there is

huge use of the line through Davenport and the Mitcham Hills. In terms of Adelaide Metro, it is a great passenger service. I caught it in this morning but, too often, it is underutilised, and it is an underperforming passenger service. There are always ongoing issues around efficiency and access to this service.

Earlier this year, the member for Mitchell and I undertook a comparison of travel times along the Belair line between 1951 and today. It is revealing that there is approximately zero change in the time it takes to travel between Belair and Adelaide today, compared to 1951. Of course, in 1951, the line was a steam line. Today, for a teenager on the commute from Belair to the city, that train will not reach its destination in Adelaide any faster than it did in the time of their grandparents or great-grandparents, so this is something we have to look at in addressing the Belair line and the efficiency of that passenger service. Adelaide Metro note on their website:

On time running of services are monitored against the following performance thresholds [for trains]:

...no more than 5 minutes and 59 seconds after the timetabled arrival time at the destination...

In the past two weeks, only 86.6 per cent and 87.8 per cent respectively of the Belair line trains ran on time. Indeed, if we want people to use this system, we need people to know that the system is going to run on time. I do appreciate that there are glitches every now and then, but the Belair train line is consistently one of the most inefficient, and it is not meeting the existing benchmarks.

There have been improvements in recent times, and I think we are running at around 90 per cent, but are barely hitting that 95 per cent target, which is what I understand the government is looking at. For me and many of my constituents, running more than six minutes late during the morning commute is not good enough. As I said, based on those previous statistics, around 10 per cent of all passenger services failed to meet the requirement of running on time.

The Belair passenger line is a single track. This means that trains travelling in opposite directions must share the single line and pull into crossover loops to allow freight trains and other trains to pass, which causes some delay. To me and to many on this side, providing a fast, punctual and accessible train service is a paramount role of government.

If we can improve the efficiency of the Belair line, as well as access and the commute for the users, we will see less congestion on the main arterial roads out of Davenport (Old Belair Road and Shepherds Hill Road) which are both an absolute bottleneck in the morning. Passengers are not currently using the service and are therefore driving to work and causing further congestion on the roads because they are concerned about the efficiency of the line.

In recent weeks, we have seen the federal Labor opposition promise that, if elected, over time they will put trams up Unley Road and Belair Road. I can see this leading to further congestion along those arterial roads; it would not improve the service. I can also see fewer people using the Belair train service. The question that needs to be asked is: why would a government invest in a tram line up Unley Road and Belair Road running alongside an existing passenger train line? I would rather see—as I think would many residents in Davenport—an upgrade and investment in the existing passenger service than a tram coming up Unley Road and Belair Road.

Another big deterrent to people using public transport in Davenport is the lack of parking at park-and-ride facilities at the train stations. If you drive to the Eden Hills train station to catch the morning commute and you have not parked your car by 7.30am, you are not going to get a car park. Inevitably, if you cannot get a car park at the park-and-ride facility, you will turn around, jump back into your car and drive down the hill to the city, further leading to those congestion issues that I have talked about. An additional park-and-ride and an expansion of the current park-and-ride stations along the Belair train line are both critically important.

In the lead-up to the 2014 election, the Labor government pledged funding for a scoping study for park-and-ride facilities across various locations in Adelaide, including Bellevue Heights. This project would deliver significant benefits for the Mitcham Hills. Unfortunately, to date, we have not heard anything from the minister in terms of progress of that park-and-ride facility at Bellevue Heights.

I do know that an additional park-and-ride facility—and hopefully, in time, an additional station at Bellevue Heights—would be seen as a positive step by this government. It is certainly an

initiative that I would support, and it would be supported by many residents in Bellevue Heights, Eden Hills and within the broader Davenport community. If we want people to use public transport, we need to provide a service that is accessible to them.

Freight traffic also causes a lot of concern to the residents of the Mitcham Hills. As I said before, the freight line connects the Sydney to Melbourne corridor to Adelaide and through to Perth. The freight traffic passes through the Adelaide Hills on its way to the Port and sorting yards north of Adelaide. The Adelaide to Melbourne freight corridor is one of the busiest in the nation. Rail movement through the Hills is ever increasing, and from approximately 2012-13 to 2013-14 Australia's total freight tonnage increased by about 25 per cent, and this is expected to continue, as the member for Chaffey touched on.

Rail movement through the Hills is an issue of great concern, and if we were to redraw the freight line to Melbourne today we probably would not go through the Adelaide Hills. There is a steep gradient, there is the 'wheel squeal' issue and there is the ongoing risk, and a concern to many residents especially during summer, of the potential in the worst case scenario of bushfires and freight train derailments, which have occurred.

As the ARTC want us to go to 1.8 kilometre trains and double-stacking down the track, a 1.8 kilometre train going through the Mitcham Hills would close off the crossings at Glenalta, Blackwood and Coromandel all at the same time, creating absolute gridlock through those main roads through the main part of Blackwood and the Mitcham Hills. The traffic congestion caused by lengthy waits at rail crossings is significant. I have met with the minister and the Rail Commissioner about grade separation at these stations, especially at Glenalta and Blackwood stations.

One issue that cannot seem to be resolved at the moment is the ongoing boom gate failure, particularly at Glenalta. Local residents have suffered as a result of repeated boom gate failures at Glenalta and Blackwood. On 2 January 2015, the level crossing at Blackwood failed and it was closed for 25 minutes. This was the same day that the Sampson Flat bushfire started. If that Sampson Flat equivalent were to happen in the Mitcham Hills and the boom gate was down for 25 minutes on that day, it would have certainly caused a lot of pandemonium through the Hills.

It is incredibly important that the government and its maintenance team get on top of the boom gate failures because at the moment, and I think my residents will attest to this, the Glenalta boom gate seems to be down almost every week, and they have not been able to solve the ongoing problem. I have asked the government to look into this. There is a petition in my office that is collecting an incredible number of signatures on this matter of urgent upgrades to the boom gates, especially at Glenalta. Stuck boom gates cause serious problems: they obviously hold up traffic and cause frustration. As governments should, we should plan for the worst and hope for the best. Should the worst ever happen when the boom gates are down, it is going to be truly catastrophic for the Mitcham Hills.

In conclusion, we need the state government to listen to the residents of the Mitcham Hills and the Adelaide commuters in terms of their needs in regard to the Belair passenger line and the freight line. We need a government that is committed to improving the infrastructure on these lines. It is time that the government started addressing the transport problems in the Mitcham Hills area. We need a committed effort to provide better infrastructure and improved passenger services to encourage more people onto public transport and off our congested local roads. There is a need for a long-term plan for rail freight through the Hills. Freight volumes are ever-increasing and demand will exceed the existing capacity for the freight line within the next 15 to 20 years. Without action, I believe that South Australia is at serious risk of being cut out of the national freight network.

The Hon. A. PICCOLO (Light) (11:48): I would like to make a few comments on this matter because I think rail is a very important piece of infrastructure in our society and also in our economy. I would like to start by supporting what the member for Davenport said in one regard. He said, quite rightly, that we need a government which is committed to public transport. It is interesting that in recent times the Abbott Liberal government said that they would never fund public transport. So, if you want a government that actually funds public transport, obviously you do not look towards a Liberal government because at the federal level they have made it very clear that they are not committed to it.

Having said that, I notice that the new Prime Minister has indicated perhaps some support for some projects, but he has not gone far enough, in my view. He has not committed to working with the state government to electrify the Gawler rail line. Certainly, this state government is committed to it and, with the appropriate co-payment from the federal government in partnership, I am confident it will be built. The only party to make a commitment to the Gawler rail line at this point in time is the federal Labor opposition. So, if for no other reason, I am quite happy to support them coming into the election, but there is a whole range of other reasons I would support them as well.

I support the member for Davenport, and I look forward to him supporting a federal Labor government because that is the only way we are going to get federal funds into public transport in this state. I am a regular user of the Gawler rail line and, contrary to what has been said this morning, I find the service reliable. At certain times of the day, I can get to Adelaide quicker by train than I can by car and with a high level of comfort.

In recent times, the state government has invested huge sums of money upgrading various stations and rail crossings. The track has been upgraded and the sleepers have been replaced, so it is actually quite a good, reliable service. I can get from Gawler to Adelaide during peak time on an express or semi-express train in about 45 minutes—you certainly cannot do that by vehicle—and I can also spend the time doing some work. In fact, I have been a rail user since 1978 in various ways and I can still recall the old red hens, which had two forms of air conditioning in summer: the windows open or you held the doors open with your foot, but you cannot do that today. We also had smoking carriages in those days.

The Gawler line, certainly when I am using it, is well utilised. I use it in peak times, late at night and early in the morning, and the trains are always very busy, so certainly trains are supported by people in the north. The line is used not only by commuters going to work but also by people who use it for shopping, going to doctors, etc., and that raises a very important point. Public transport has to be an integrated system. We use our trains, and the way our buses are configured these days enables people to go on and off a bus and train to get across the city, across metro Adelaide and also in and out of the city, which is very important.

As I said earlier, if you want improvement in public transport and if we want a partner for public transport in this state, you do not look towards a federal Liberal government. Prime minister Abbott made it very clear that he was not committed to it, and now with prime minister Abbott lite in government at the federal level we will probably get the same sorts of policies.

I would also like to mention that I am aware that over a number of years there have been discussions between government and a number of investors about the upgrading of the Gawler Central railway station, which I think is an important upgrade which will occur. It will also help to integrate the northern part of the town, the commercial part of the town, with the station. That will provide not only a better experience for the people using it but also improved safety and a whole range of other things, and I think that would lift the area and provide an investment boost for the town.

The member for Davenport mentioned park-and-rides. I am glad he mentioned them because this government actually had a proposal to increase the number of park-and-ride stations. We also had a mechanism to raise income to pay for these park-and-rides. It is interesting that the member for Davenport talked about these but said nothing about where the income was going to come from to actually pay for them. One of the park-and-ride stations identified by this government was the Tambelin Station, which is in my electorate. I fully support that and make no secret that I have had a discussion with the Treasurer and other ministers about the chances of actually getting this station on the list.

Mr Whetstone: More pork-barrelling.

The Hon. A. PICCOLO: The member for Chaffey says pork-barrelling—

The DEPUTY SPEAKER: Order! It is unparliamentary to interject, as the member for Chaffey well knows, and it is unparliamentary to respond.

The Hon. A. PICCOLO: I can tell you that the hundreds of people who use that station do not think that. If you go to that station on any match day in Adelaide, it is chock-a-block with people

who park their cars there, hop on a train and go to the footy, cricket or whatever it is. These days, a number of students use the train as well. So, I see it as a valuable addition to public infrastructure that provides that good experience. Contrary to what the Liberal Party thinks, I think providing a good rail service and good amenities is important for public transport, so I support that and lobby for it.

It is also no secret that as part of the Concordia development an additional railway station will be provided just east of Gawler. It will be important for two reasons: to provide public transport to the new development when it occurs in Concordia and to provide a very important point for people in the lower Barossa area to park and ride there as well. It will improve transport there. Gawler Central Station, which is one of our most historic stations, is actively used. It has a kiosk, and it is also used on a Sunday by the Lions Club as a market, a very popular market. We are making good use of public infrastructure for community good, and all the moneys raised go to local projects.

Genesee & Wyoming have a lease over a number of the railway corridors in my electorate. Unfortunately, it is unlikely that those rail lines will carry carriages in the short term. It is a loss that over time they have been removed, but I have been working with Genesee & Wyoming to make sure that any issues arising from the disused rail corridors are addressed very quickly for the benefit of the community. With those few comments, I would like to support the bill.

Mr TRELOAR (Flinders) (11:56): I rise today to make a contribution to the Rail Safety National Law (South Australia) (Miscellaneous No 2) Amendment Bill 2016—quite a long title. We have had some wonderful contributions, and I was particularly pleased to see that the fine member for Davenport had some guests in today and that they were able to see him talk about the rail issues in his electorate.

As has already been indicated, we will be supporting this bill. The background to this bill is that in December 2009 the Council of Australian Governments implemented national rail safety reform, creating a single rail safety regulator, and developed a rail safety national law. The Rail Safety National Law commenced operation in January 2013. With Queensland recently also adopting the law, the Office of the National Rail Safety Regulator now operates in all jurisdictions. The Office of the National Rail Safety Regulator was established as a body corporate under the law and facilitates safe rail operation through accreditation of operators, industry guidance, education and training, etc.

The National Transport Commission identifies legislative amendments in cooperation with the regulator and participating jurisdictions. I remember when the first amendment bill came to the parliament, maybe in 2011 or towards the end of 2011 or 2012, the then minister for transport was quite surprised at the number of contributions that came from both sides of the house, but particularly from this side. We decided in the end that everybody loves trains and that everybody is keen to talk about trains and has their own particular train story—and train issue, I might add. So, here we are again, talking about trains.

The amendments are administrative in nature, clarifying language and definitions within the national law, and as such are supported by the state ministers, infrastructure council jurisdictions and rail industry stakeholders. Included is clarification that infringement penalties and court-imposed penalties can be paid into the regulator's fund for use in safety improvement. However, over the past two years there have been no infringements or fines.

With that introduction, I would like to take time now to talk about the rail network in the electorate of Flinders, which encompasses most of Eyre Peninsula, almost all the agricultural areas, and perhaps talk a little about the history, the development and the future for rail on Eyre Peninsula. The Port Lincoln division of South Australian Railways was built to open up the inland areas of Eyre Peninsula for agriculture. The lines were pushed into virgin bushland which was devoid of established settlements, and the people followed.

It was very much a railway that opened up the inland of the peninsula of the wheat lands for the settlers to come along. Only Port Lincoln, Ceduna and Penong, which are now on the railway line, were townships that existed prior to the survey and laying of the track. The many towns and sidings which now dot the landscape along the line were built for one reason—because of the railway. The railway was also built to what is known as pioneer standard. What was used were second-hand rails, with little or no ballast and following the surface of the land.

I think what they did was quite extraordinary, and the unsung heroes in all of this are the surveyors and the work that the surveyors did, not just across Eyre Peninsula but right across the state. They surveyed roads, farms, towns and, of course, rail corridors. To think of these gangs of men—almost always men—cutting their way through virgin Mallee scrub, for the most part with just a gang of axemen and a chain measure, and surveying the countryside so that it could be opened up for settlers is quite extraordinary.

The railway on Eyre Peninsula was built by the government-owned South Australian Railways, which was the exclusive operator until 1978. Its successor organisation was the Australian National Railways (ANR), and the railway infrastructure and services were sold to Genesee & Wyoming Australia (then known as Australian Southern Railroad) in 1997. The track is owned and operated by what is now known as Genesee & Wyoming Australia (GWA).

As with many other early narrow gauge railways, of course this was just a three foot six railway, officially termed narrow gauge. The Eyre Peninsula line started out as isolated lines connecting small ports to the inland, opening up the country for settlement and economic life, including the export of grain and other produce in an environment with few roads and only horsedrawn road vehicles. Towards the south of Eyre Peninsula, often the winters were wet and there were sticky clay soils which became very boggy in the wintertime. As the line progressed and roads progressed further north, of course they ran into the dune and swale landscape which is so prevalent on Eyre Peninsula and there were many sandhills to be traversed.

The first of the railway lines was authorised in 1905, from Port Lincoln to Yeelanna. Ultimately, it was built and completed as far as Cummins in 1907 and to Yeelanna in 1909. It was authorised by this parliament for extension to Minnipa in 1909, with a branch line from Yeelanna to Mount Hope authorised in 1912, which opened for traffic in 1914. In fact, the farm on which I grew up is adjacent to that very line, from Yeelanna to Mount Hope, abutting the siding of Yeltukka. The name of that was loaned to our property. Yeltukka was one of the very first sidings to close in a progression of winding back the entire rail system.

A proposal to extend the line in 1923 north to Talia was not pursued, as it would not provide any economic benefit. Of course, the governments of the day were all about providing economic benefit to the economy of South Australia. That particular line to Mount Hope was truncated at the siding of Kapinnie in 1966, and the last train on it was in October 2002. We all gathered at the local siding to watch it go past and it was a significant moment.

I know my father tells a story of when he was a boy. As I said, we were adjacent to Yeltukka siding. His cousins lived two sidings further out, through Kapinnie and adjacent to Kiana, so he went for a holiday one school holidays on the train. He hopped on at Yeltukka and got off at Kiana. It took about two hours. He was sure he could have ridden his bike quicker than that, but he enjoyed the holiday and had a train ride.

In 1912, the government authorised the construction of a railway from Decres Bay to Minnipa, so working back from what is now known as Thevenard. The regional line west to Penong from Wandana on that line was authorised by parliament in 1917, with construction eventually completed in 1924. By then there was already a proposal to add a spur line to a station in the Hundred of Kevin, 6½ miles south of the Kowulka siding, to facilitate the export of gypsum from mines at Lake MacDonnell.

Of course, that mine was developed and is still in operation now. The most regular train traffic on the entire Eyre Peninsula is the three trains a day from the siding of Kevin into Thevenard, where gypsum is exported out of the port of Thevenard and primarily to the east coast for use in the building industry. That proposal finally was acted on in 1948, when the government authorised building the line under an agreement with Waratah Gypsum Pty Ltd, as it was then known.

In 1966, a new line was built on a more direct route from Penong Junction near Ceduna to Kevin. This new line, plus the spur from Kowulka to Kevin, then became the main line to Penong, and the original line was closed from Wandana to Kowulka. The last grain train from Penong operated on 3 March 1997, and the line from Kevin to Penong is now closed. Gypsum, as I said, continues to be transported from the Lake MacDonnell mine to Thevenard.

So, it is quite an interesting history, and with those lovely names that roll off the tongue, names like Wanilla, Edillilie, Pillana, Kapinnie, Kyancutta, Wudinna, Minnipa, Kowulka, and the names of sidings that go up to the eastern line: Cockaleeche, Moreenia, Moody, Ungarra, Mount Hill, Balumbah, Toopoorra, Kimba and, ultimately, terminating at Buckleboo. The eastern portion of the line, truncated now at Kimba, did extend originally to Buckleboo. I understand there were plans originally to take it even further than that, but the better rainfall and better soils ran out eventually, so the surveyors decided, as they were good judges of land as well, that the railway line should be terminated at Buckleboo.

There is an agreement in place now between GWA and Viterra to carry approximately one million tonnes of grain per year, and that is essentially from Wudinna south to Port Lincoln and from Kimba south to Port Lincoln, going and collecting grain from silos that are dotted up the line. Originally, there were sidings in place every five or so miles, and the original intention of the government was to have no farmer on Eyre Peninsula further than seven miles from either a port or a siding, bearing in mind that some of the smaller ports, such as Port Neill, Arno Bay and Venus Bay were serviced by ketches, so the idea was to fill in the gaps with a railway line.

Sidings occurred all the way along, and there were always wheat stacks at those sidings. In the early days, freight and produce was carried both ways; it was an important transport corridor to deliver goods, services, produce and mail to the settlers, and the grain came back, the exports, often eggs, cream and other farm produce as well. Of course, it carried passengers as well in the early days—initially behind the old steam trains in a carriage, often an open carriage in the early days.

As if life was not tough enough for the settlers, they had to sit in an open carriage and be transported to Port Lincoln, whereas if they were going to Adelaide they got on a boat. It was always known as heading to the other side, or heading to the mainland, because it was a very isolated part of the world and serviced primarily not over land but via coastal steamer from Port Adelaide to Port Lincoln and then the railway line.

The agreement exists now: it is solely a grain train that runs. For the most part, it is one train a day, depending on the shipping program going out of Port Lincoln. It is a very important transport corridor still because it is a million tonnes a year on that freight line; of course, if it was not to be, then all that grain would be transferred to road. My understanding is that the agreement between GWA and Viterra exists until 2017, which is coming up very soon, and my concerns now are for the future of the railway and the future of grain transport on Eyre Peninsula.

I am a big fan of railways. It is an incredibly efficient way to transport grain but, of course, at the same time our road transport capacity is increasing. The member for Chaffey talked about B-triples. Certainly, road trains are very much in the majority on Eyre Peninsula, and road trains do travel up and down the east coast, the West Coast and up and down the Tod Highway—a road that is not in great condition, I might add. Should for some reason the rail freight corridor not continue, then extra pressure will be placed on that highway.

I see that Grain Producers SA is undertaking a survey, and I urge all the residents on Eyre Peninsula who have an interest in the rail corridor to take part in the survey, through SurveyMonkey. They can go onto the GPSA website and contribute to that. It is about having input into the key grain supply chain infrastructure on Eyre Peninsula to lobby the government, I am sure, when the time comes for expenditure into this railway line, and it will ultimately come.

Approximately 10 years ago, there was a \$43 million road and rail upgrade. It was a combination of state and federal funding at that time and there was also a levy imposed on the grain growers of Eyre Peninsula. Out of a total of \$43 million expended on that upgrade, the farmers ultimately contributed about \$2 million—or exactly \$2 million because, in fact, a ceiling was set at that \$2 million mark.

Even though it was a relatively small contribution from the farmers, it was important and, really, it ensured that that road and rail upgrade could go ahead, but you do not get much for \$43 million these days, as the minister well knows. I am sure that at some point GWA and the residents of Eyre Peninsula will be looking for some more funding—government funding and private sector funding, too, probably—to go into improving this railway. Throughout its history, it was always upgraded using second-hand material and there may still be the opportunity for that to go ahead.

There are other proposals, particularly in relation to mining projects that have been put forward. The one that comes to mind, and certainly the one that has progressed the most, is the Iron Road iron ore development at Warrambo. They are proposing a rail corridor from Warrambo to a newly developed port at Cape Hardy. That corridor would include rail, water and electricity. I do not know if or when that is likely to go ahead but, almost certainly, it would be a standard-gauge railway and the opportunity then, if you take it to the next step, would be to standardise the entire network on Eyre Peninsula and, ultimately, have it linked into the national grid.

It may be fanciful or wishful thinking on my part but, certainly, that is what people are starting to talk about. Should this port development go ahead and should the standardisation of the rail corridor progress, it will open up the whole of the north and the west of the state to deep sea Cape-class vessels in South Australia. At the moment, we do not have a port with the capacity to manage or handle or fill a Cape-class vessel. There are a lot of ideas at the moment. There are a lot of balls in the air on some of these developments and, ultimately, some of these balls are going to come down. It will be interesting to see how it all develops.

One of the real thrills for me a couple of years ago was the opportunity through GWA—and I am sure I would not have had this opportunity had I not been the member for Flinders—to travel on a freight train from Port Lincoln to my home town of Cummins. I live at Edillilie now and, of course, Cummins is the service centre. It was a real thrill for me because the passenger services ceased in 1965 so, even though I was just a small boy at that time, I did not ever have the opportunity to travel on the train. Being such a train enthusiast, I took up, and much appreciated, that opportunity.

In the closing minutes, I would like to talk briefly about three books that have been produced detailing the history and highlights of the Eyre Peninsula railway. I particularly want to pay tribute to Peter Knife, who is the author of these thoroughly well-researched and well-written books, ably supported through all of this, I am sure, by his wife, Margaret. The first one to be released was *Peninsula Pioneer*, followed by *Peninsula Pioneer Revisited*—really an update and annexe to the original book—and also *Peninsula Memories*, which is a collection of anecdotes from those who worked on the railways on Eyre Peninsula in the early days.

In fact, my great-great-grandfather originally went to Eyre Peninsula prior to World War I to work on the railways, and his son continued in that tradition as a carpenter on the railways. He raised his family in Cummins, where in those days, and right up until the 1930s, there was a huge railway workshop in place. Of course, Cummins was where the line dissected. There was a single line up from Port Lincoln to Cummins and then it went north and west to Wudinna and ultimately to Penong, and it also went north and east up through Rudall, Kialpa, Kimba and Buckleboo. That workshop was most important, and of course the steam trains took a lot of maintenance, as did the rail line itself.

In my childhood, I remember that each and every town had gangs of railway workers. There were railway cottages in each and every town and there were half a dozen families who were responsible for their section of line. It was a really important part of our community and provided a lot of work and a lot of jobs for those people and those families. Those days have gone and times are changing, but I remain optimistic about the future of rail on Eyre Peninsula. I signal to the minister that at some point, and I suspect probably in the near future, there will need to be further upgrades to ensure the ongoing capacity of the railway line on Eyre Peninsula.

The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister for Housing and Urban Development) (12:16): It is a pleasure to follow the member for Flinders, who is very passionate about rail issues in his electorate and particularly matters relating to Eyre Peninsula. I will come to some of the substance of his comments in a minute, but can I start by congratulating him on the agricultural nature of his tie, which is very focused on the livestock section of the primary producers in South Australia.

While I am speaking of ties, this is an opportune time to issue a bit of a shout out to the member for Unley. It is usually left to him and to me to do the heavy lifting when it comes to wearing paisley and bringing paisley back into common circulation amongst politicians, so I congratulate him on that. However, I digress and I will come back to the Rail Safety National Law (South Australia) (Miscellaneous No. 2) Amendment Bill 2016.

As most of the contributors from the opposition have said—and I thank them immediately for their support of this bill—this is the second package of legislative amendments that we have made to the Rail Safety National Law (South Australia) Act 2012. That act was passed, as its name suggests, in that year of 2012 following what had been an extensive amount of work over several years at the national level amongst transport ministers of Australian jurisdictions and, in particular, a COAG decision of 2009 to establish the Office of the National Rail Safety Regulator.

Fortunately for South Australia, not only was that established but it was also decided at a national level that that regulator should be based in South Australia. That is terrific and we are very pleased to have a representative from the Office of the National Rail Safety Regulator here with us today. It is also part of a broader reform package that has been occurring and is still underway at the national level when it comes to transport regulation.

As the member for Unley would be aware, given that we have just enjoyed some hospitality as well as a conference for the South Australian Road Transport Association, there has been a lot of focus on the heavy vehicle industry as well and not just on the national rail industry. When it comes to the achievement of national consistency in how we regulate these industries and, in particular, the establishment of central national regulators and seeking states and territories to hand over their regulatory responsibilities from their agencies to the new national regulatory bodies, that is still in progress and not yet complete in the rail area.

Other states are still to come on board and we are very much looking forward to those other states coming on board. That is also the case with the heavy vehicle industry, because we still do not have all states signed up to the National Heavy Vehicle Regulator, but we are progressing and we are seeing from time to time more and more states put their hands up to participate in the national scheme, and that is a very positive thing.

This is perhaps the latest and, troublingly, one of the last national micro-economic reforms to benefit major transport industries. The other one that I would mention is the Australian Maritime Safety Authority. That is a reform due to come in again as a decision by transport ministers in their national forum (now called the Transport and Infrastructure Council) that meets every six months, and that is further to these changes that have occurred in the rail and heavy vehicle industry. It is for the national regulation of commercial maritime vessels so, as you can imagine, not just shipping vessels but, of course, fishing fleets and other commercial maritime operators.

I have to say that, from my perspective, these sorts of reforms are incredibly important. As I mentioned, these are important micro-economic reforms, reforms aimed not just at having a centralised regulator but also at having consistency across the country for industries, particularly these sorts of transport industries which by definition must operate across state borders. That is certainly the case for rail freight, for heavy vehicle freight, and, of course, quite often for maritime commercial vessels.

Having national regulation means simplicity for the businesses engaged in each of those different areas. I think it builds on a body of work that first started under the Keating government—the competition policy reforms—and was continued by the Howard government, still progressing and pursuing those competition reforms, and they are important reforms. They are reforms that unlock productivity benefits. They unlock benefits for operators throughout those industries, reducing the cost of compliance and the cost of doing business. They enable those businesses in those industries to become more productive and/or more profitable and, we would hope, seek to employ new technologies or employ more people. That is an important tenet of national micro-economic reform.

I think it is incredibly disappointing that the recent and current Coalition government has walked away from that important area of national coordinated micro-economic reform. We are missing out on a tremendous number of opportunities across all different industries—I am sure not just in transport, but also primary production industries, across the agricultural sector and across the water sector, seeking to achieve further benefits. It is not for want of trying.

Certainly, as the transport minister I have raised a number of opportunities at the Transport and Infrastructure Council forum on how we could seek some national consistency across different areas—a national consistency which would ease in simpler regulation, consistent standards and practices across the country, if nothing else not just to reduce red tape but also to enhance the

mobility of labour. That is important for a state like South Australia, where we want to continue to attract people to come and live and work.

As the deputy leader would know, being a keen supporter and proponent of the state having a population policy all those years ago back in 2003 and 2004, it is important that we continue to attract, particularly, skilled migrants and business migrants into South Australia. A national micro-economic reform giving businesses a consistent set of rules across state borders is one way of doing that, and it is certainly one of the aims of the Rail Safety National Law.

As I said, while we do not yet have complete national take-up of participation in the regime, either for rail or for the heavy vehicle area, we are making progress. Those organisations—the National Rail Safety Regulator and the National Heavy Vehicle Regulator—continue to make the case, and a compelling case I have to say, to those jurisdictions that have not signed up to participate in this area, and I think that is a good thing.

Some of the speakers prior to this contribution have mentioned the aims of this bill, and they are perhaps by themselves small but important changes. They make sure that any penalties imposed under the act are paid into a dedicated fund, giving the rail safety regulator greater flexibility in recognising competencies across the country and also enshrining and enhancing the powers of authorised officers.

Importantly, given there is a lot of work going on, particularly as we see in this federal election campaign a lot of work being promised here in South Australia, whether it is the re-railing of the freight lines in the north of the state or whether it is that important state government initiative to extend the Tonsley rail line up to Flinders University, there will be more works in the rail corridor as well as the ongoing maintenance and upkeep of our rail lines, making sure that the notification requirements of works in and around the rail corridors are better established in law, and of course making sure that the course of the proceedings, which are taken against a person or a corporate entity under the act, is better set out under the act.

I want to make some comments in relation to some of the contributions that some members made in the course of the second reading of this bill. Certainly, the member for Hammond was quick to locate his contribution in the context of the importance of rail to the regions, and he is right to do so. He, just like the member for Chaffey, would know how important rail freight operations are in their electorates, and that is not taking anything away from the member for Flinders, who of course made a substantial contribution on that.

I was interested to hear the member for Hammond not only say that these rail networks are important for the movement of freight within his electorate but also suggest that there might be a project, a proposal, which might better move freight to and from the port of Adelaide, not necessitating the freight to travel through the metropolitan area of Adelaide.

As members would be aware, particularly those members who have taken an interest in these things or who have served on the Public Works Committee, the commonwealth and the state governments have been investing and continue to invest in rail freight projects in the metropolitan area, particularly the Goodwood junction project (which the member for Ashford was keenly interested in as that project unfolded) and of course the Torrens junction project. Together, they seek to give rail freight coming into the metropolitan area of Adelaide around Keswick better access to longer and more highly productive trains. It will not just be the 1,500-metre trains that we experience still coming in from the north but we will also be moving to those 1,800-metre trains coming in from the south into the metropolitan area.

It is a really significant boost—300 metres in the context of a 1,500-metre train—and we are seeing a productivity benefit in the order of the high teens or approaching 20 per cent. That is an admirable aim that futureproofs the use of this rail freight line for many years to come. However, those people who live along the line who have a very keen interest in the operations of rail freight along that line are quite often concerned about how those rail operations are conducted within that corridor.

The issues of wheel squeal or vegetation management are commonly raised with the ARTC, who manage the operations along the freight line in that corridor. While I do not think any of us could

say that those issues have been completely addressed, I like to think that there has been some substantial progress in addressing both those issues—the wheel squeal and vegetation management—and also access to the corridor for people wanting to cross the corridor. Of course, it remains a significant concern for all rail operations when pedestrians and other vehicles are able to cross the rail corridor from time to time. We need to make sure those crossings are appropriate and contribute to safety as much as possible.

The project I mentioned before that the member for Hammond raised, that concept of a rail bypass around metropolitan Adelaide, while it may be attractive for those people who live along the corridor, it comes at a very significant cost. There was a report done at the behest of both commonwealth and state departments I think back in 2012, although I might be a year or so out with the year, outlining a cost to choose a new alignment for rail freight around the metropolitan area in the order of \$2 billion to \$2.3 billion, I think it was.

That was in dollars of the day, not escalated dollars, and the day, as I said, was 2011, I think, or maybe 2012. So, you can imagine how that figure stacks up now. How does that measure up in terms of the productivity benefit? Quite probably not particularly well, and that is why it has not really had much currency, either at a state or a federal government level, particularly in the instance where both governments have committed substantially to that Goodwood and Torrens junction project.

Hot on the heels of the member for Hammond was the member for Chaffey, and he spoke with similar passion on the importance of rail and rail freight in his electorate. Of course, he was quick to jump to the issue of the use of the Mallee rail lines. You may recall that this has been an issue of considerable concern for not just his community but also the rail freight industry generally. It is perhaps the first—hopefully last, but certainly first—instance where we have seen the company responsible for moving grain around our communities and getting it out to market (Viterra) make a decision that they no longer wanted to use those Mallee rail lines and that they wanted instead to put that grain (somewhere between 130,000 and 170,000 tonnes of grain per season) onto trucks to move it around communities to Tailm Bend.

Ms Chapman interjecting:

The Hon. S.C. MULLIGHAN: The deputy leader asks why did the state government—

The DEPUTY SPEAKER: She should not have, of course, because that is an interjection.

The Hon. S.C. MULLIGHAN: Of course, and one would think, given her experience, why would she?

Ms Chapman: I'll come back.

The DEPUTY SPEAKER: No, coming back won't help you. You mustn't interject.

Ms Chapman: He can talk about Thomas the Tank Engine for another couple of hours.

The DEPUTY SPEAKER: Just ignore that, minister.

The Hon. S.C. MULLIGHAN: Yes, she is best ignored.

The DEPUTY SPEAKER: She's never held the house up, has she?

The Hon. T.R. Kenyon: That is a whole new line of inquiry.

The Hon. S.C. MULLIGHAN: It is, and one I look forward to prosecuting after grievances, I think. Thank you, deputy leader. She is quite influential, Deputy Speaker. I remember saying once at the closure of the last amendment package to the Rail Safety National Law that I did not want to speak for too long at the conclusion of that bill. It was getting late in the day, notwithstanding the fact that we have deputy leaders of both sides, the Deputy Premier and the deputy leader, who are well-known for giving lengthy and some might say—

The Hon. S.W. Key: Tedious.

The Hon. S.C. MULLIGHAN: —somewhat unfairly at times—'tedious' was the interjection that was made. I do not think that is a fair reflection. But I did say at the time, 'Where would we be

without the deputy leader?' The answer to that question is: we would be home with our loved ones. That is where we would be if we did not have her extensive contributions to the chamber.

Nonetheless, we were talking about the member for Chaffey and the Mallee lines. It was a disappointing decision, I think, that Viterra made in regard to moving all of that freight off rail and onto road. The member for Chaffey is exactly right when he asks, 'What does this mean for our road network?' Given that we went through this process after the Second World War of massively expanding our regional road network, bituminising what were previously unsealed roads, and then for the next 40 to 50 years not putting as much into road maintenance as we could have, when we have roads like the Mallee Highway and the Karoonda Highway, which are not in great condition, what does that mean when we suddenly have all of these additional truck movements?

In isolation, the additional number of truck movements per day, even during harvest, may not be that many. It might be an extra dozen or two dozen per day, but these are large, heavy vehicles, quite often in multiple combinations. The local communities along those roads do not like the fact that, when they have an unsealed road in pretty average condition, sometimes only six metres wide, particularly when you get around curves or bends there is not much passing distance coming the other way. There is not much room for error, should a driver of any type of vehicle coming in either direction not stick within their road space.

That is why, when that decision was made, rather than take the unparliamentary interjection from the deputy leader seriously and spend money on upgrading the rail lines, what we did was spend money upgrading the roads, because we knew that if we spent money upgrading the rail lines then we might be only putting off the inevitable decision from Viterra.

That is not to say that I think the Viterra decision was justified. I think that when they were being questioned in the agriculture forum—which is hosted by the Minister for Agriculture, and we invite regional members from both sides of politics to attend, from both this place and the other place—when ministers, members of parliament, Grain Producers SA and Primary Producers SA have put the heat on Viterra, if it is so much cheaper to put grain off rail and onto the road, what is happening with those savings? Are they being passed back to the farmers whose grain is being transported?

Unfortunately, we have not had that confirmed from Viterra. I have to say that is pretty unreasonable and pretty unfair on those farmers who are having their grain transported via a different mode when they cannot be confident that they are going to be in receipt of some freight savings. That is still a large, unresolved query for the government, the opposition and grain producers across South Australia: what Viterra is doing with that money.

Of course, what has made it more difficult in recent times is the amount of money that we have to spend on road maintenance. If you cast your mind back to that first budget of the then Abbott Coalition government, \$130 million over five years was removed from road maintenance funding between both local government and state government. The state government lost \$9 million a year. Disturbingly, local government lost their assistance grants of \$18 million a year. It is galling, I think, for local government across regional areas because they knew how important that money was to maintain roads in their communities.

It is galling because it was a conservative prime minister, John Howard, who made those assistance grants available for South Australian local government. He did so for a good reason, and that is that, while we have a little more than 7 per cent of the population, we have in excess of 11 per cent of the roads of the nation and we receive a little over 5 per cent of the road funding. That is clearly inequitable and is an easy reason and a clear justification as to why former prime minister Howard made that decision, when he had the reins, to provide that extra money to local government here in South Australia.

What was even more galling was when the campaign was run, particularly by the member for Frome and regional members on the other side of the chamber, what did the member for Barker do in response? He claims he cajoled, he needled, he lobbied, he coerced the decision-makers in his caucus to try to make more money available. Instead of just returning those grants to local government for regional road funding, and returning some money back to South Australian taxpayers so that we can invest more in regional arterial roads, they made a large national pool of money

available so South Australian councils have the privilege now of competing against their Eastern States counterparts in some sort of road funding *Hunger Games*.

Thanks very much, Tony Pasin, member for Barker. Just one more black mark of poor achievement by you. That is why I always refer to him as a shadow of the former member, Patrick Secker, because he is letting down that community in the South-East like no other member of parliament before him. But I am pleased to say that, despite that \$130 million over five years which was cut from the state and local government road budgets by that first Abbott budget, the Weatherill government put more money into road funding. We have put in an extra \$110 million over four years—\$70 million for road maintenance and \$40 million for shoulder sealing.

Of course, the vast majority of that gets spent in regional areas, and that is terrific. I think it is great that we recognise that, yes, whilst we have a concentrated population here in greater metropolitan Adelaide, it is often those roads that are carrying freight and transporting goods and services. A lot of tradespeople move between regional communities and support lots of jobs and economic activities. They need good roads, and that is why more than 60 per cent (over \$300 million) of our combined road maintenance and upgrade budget over the next four years—in total \$530 million—goes into the regions, and that is a good thing.

When the hollow cry of, 'We should not be investing in public transport infrastructure,' like the O-Bahn, comes from the member for Chaffey, it puts his contributions into perspective, that more than double of what we are putting into the O-Bahn, we are putting into regional roads over the next four years. The member for Hammond was not the only one who came up with a new and ambitious project for freight here in South Australia. The member for Chaffey would like to see no trucks coming down the South Eastern Freeway, and he said that perhaps a bypass, using the communities of Loxton, Truro, coming through the Port Wakefield Road to Outer Harbor, would be a better routing for that heavy vehicle traffic.

For those people who are not overly familiar with the movement of freight down the South Eastern Freeway, throughout metropolitan Adelaide, it would be reasonable for a lot of them to think the same thing: is there some way that we can take these trucks off the road? That is notwithstanding, of course, that the Heysen Tunnels were built, and the South Eastern Freeway was upgraded, to specifically provide safer access into the city for heavy vehicles.

It is also taking nothing away from the argument, of course, that those roads link Taillem Bend, Loxton, Truro and Outer Harbor—and that river exists for trucks that want to go to Outer Harbor and do not need to go through the metropolitan area. But the fact of the matter is that 60 to 70 per cent of trucks coming down the South Eastern Freeway have business in the metropolitan area, and that is why an expensive upgrade project in that regard is not something that we are pursuing either.

Just before I finish on the member for Chaffey's comments, he made a further erroneous claim that there was nothing for regional rail in the state government's 30-Year Integrated Transport and Land Use Plan, which I think just demonstrates that he has not read it. There is reference to upgrades of rail not only in the Mallee region but also in the Eyre region, the Far North and the South-East and Limestone Coast regions.

When you are coming up with a large policy document, particularly one focussed on transport, it is important to have an understanding of what is important and then make some commitments to that, and we have certainly done that in our 30-Year Integrated Transport and Land Use Plan. Certainly, the ultimate approach taken by the opposition in the 81-page dossier of nothing, the '2036' document, does not have any of those projects; in fact, it does not even have any metropolitan projects in that I think all it says is we should have good transport networks.

Well, you do not need to spend years and years climbing the greasy pole of local preselections getting into this chamber and then aspiring to government to come to that conclusion. I think that is obvious for anyone who uses a road network, a public transport network or a rail network. It is unfortunate that whilst we have put out a comprehensive document in that respect, there are still some frontbenchers from the opposition who clearly have not done the research.

The member for Davenport, of course, spoke very parochially about his local constituency, in particular the Belair line. He said, somewhat confusingly, in one sentence, 'It is a great passenger

service, but it has got ongoing issues,' and he came up with what I have to say is the laughable contribution that he and the member for Mitchell did a comparison between a 1951 Belair timetable and the current timetable, and they were flabbergasted to find that there were very few or perhaps no improvements in travel times over that period.

Perhaps he would do well to ring up one of his Liberal Party predecessors, the Hon. Di Laidlaw, and ask what happened in the mid-1990s to the Belair passenger rail line, and perhaps his memory might be refreshed that the Liberal Party then, here in South Australia, when they were in government, handed over the second rail line of the Belair passenger rail service to rail freight. So, now we have a single line operating on the Belair line. This means that as trains are travelling up the line and coming down the line, quite often one has to stop and give way at a rail crossing, at a rail loop, so that the other train can pass before it sets out again.

I am willing to suffer the slings and arrows of signalling issues and rail crossing issues—which, I should add, we have committed \$12 million to fixing and, indeed, there was quite a significant amount of work in the preceding three months on the Belair line dealing with those two issues—but I am not willing to cop from the member for Davenport that we have somehow superintended a denigration of the Belair rail passenger service because, of course, it was the Liberal Party of South Australia that made that contribution to his constituents.

I was pleased to hear that he spoke with some interest in the AdeLINK light rail network proposal which has been put forward by this government and which, indeed, has already been funded to some extent by this government. We have had two rail extensions of the tram network: one to the Adelaide Railway Station and, of course, the second one to the Entertainment Centre. It is good to have runs on the board when it comes to talking about these issues publicly because it makes people understand that these projects can be delivered, that they are real and that there is an opportunity for the public to engage with these projects and to understand what it means for the local communities, and what the alignment of these routes might be.

Of course, as the member for Unley would be aware and as the member for Davenport said, there will be a lot of contention in their local areas, particularly when it comes to Unley Road and Belair Road, about if you were to run light rail up there how you would achieve it, how you would balance that with traffic. Is it, indeed, Unley Road or is it one of the alternate parallel routes? These are all matters the government is looking forward to interrogating, and interrogating in partnership with the local councils. I was pleased to meet with the Mayor of Unley last week, who reaffirmed his support for the AdeLINK proposal.

Of course, the member for Davenport ripped the top off the argument about park-and-rides. I always find it fascinating to hear a member of the opposition talk about the need for more park-and-rides in their electorate, particularly when we took a policy to the election that we wanted to massively expand the network of park-and-rides. We wanted to put them as far out from the metropolitan area as possible—although not exclusively, but ideally that is where you would locate them to try to ensure that we had as great a mode shift as possible from people out of their single-occupant vehicles into public transport to travel the greatest distance possible into and out of the city—thereby reducing congestion on our roads.

Not only did we have a package of initiatives at the last election but we also had a funding stream for those projects, the transport development levy. This, of course, was something which was vociferously campaigned on by the Liberal Party at the behest, I think, of a few select people with a few select interests. However, we see the feigned horror of the member for Davenport, hot on the heels of the feigned horror of the member for Hartley, as they have lost the opportunity to have park-and-ride facilities upgraded, whether it was at Bellevue Heights in the member for Davenport's electorate or, of course, in relation to the real need, the real bugbear, the Paradise Interchange.

Somehow, the penny only dropped for them after they voted against the transport development levy as part of the budget bill in 2014. They voted their communities out of having better public transport infrastructure. You could see the blood drain from the member for Hartley's face as the consequences of his actions became clear to him and what he had just done to his constituency. However, I have to say that it has provided us with a terrific opportunity. The number of DL-size flyers

we have been able to hand out in the electorate of Hartley on those windscreens of cars parked on Darley Road certainly remind people of what went wrong there.

I was glad to hear the contribution from the member for Light, particularly about the electrification of the Gawler line, a project which regrettably has not proceeded as quickly as we would have liked for a range of reasons. First, as even the member for Unley pointed out, the onset of the global financial crisis and the \$2.8 billion reduction in state revenues over a four-year period (I think that was the figure of the 2012-13 state budget, I believe, but do not quote me, as it might have been a year either side) meant that we had to make some difficult decisions about reprioritising projects. The electrification of that line and, of course, a line very close to my heart and the heart of my constituents, the Outer Harbor line, has not been delivered as quickly as possible, and I think that is a great concern.

It has been exacerbated, though, by, of course, having an on-and-off-again relationship with a federal government willing to fund rail infrastructure. I think that no-one was more disappointed than the member for Light when the former assistant minister at the federal level made the decision to remove \$76 million of federal funding that would have enabled us to get on with the Gawler project with a lot more haste. However, be that as it may, we are still battling on. We have money in the forward estimates to recommence the electrification of the Gawler line, and that is what we intend to do.

I know that we are starting to run short on time, so I will conclude my remarks by referencing some of the contribution of the member for Unley. The member for Unley, of course, gave us quite a history of the state government's commitment to the electrification of the passenger rail lines here in Adelaide. It is a welcome contribution in that respect because, of course, it is the government, it is the Labor Party that is the only party that has a commitment to the upgrade and the electrification of our rail lines, let alone any expansion of the tram network through the AdeLINK proposal.

We still are waiting in 2016, this month, in June—in fact, it may even be this very week; in fact, it may even be this very day, 7 June, which would mark eight years since the release of the state budget in June 2008. It may well be a coincidence that the then transport minister, as well as the government, made the announcement of the upgrade and the electrification of our rail lines. Eight years on, here we are still without a commitment from the Liberal Party to what it would like to see done in any part of public transport, I have to say, but certainly with regard to the upgrade of these rail lines, and I think that is a shame.

We have had some leaders of the opposition who have been very forthcoming in making their views known about what they would like to do should they be in a position of governing South Australia. In particular, I remember when the member for Waite was the leader of the opposition and, seemingly week after week, he announced a detailed manifesto of what he would like to see should he be in government. I would like to think that it was the lack of policy and the malaise in the thinking of the opposition as to why he made the judgement to come over to the Treasury benches after the most recent state election to get with the team that wants to do things in South Australia. I think that was very broadly what he wanted to do, and of course the member for Frome made that decision even earlier.

I still remember the full detail of the policy manifesto that I received in my mailbox during the last state election campaign. It was a fold-out, DL-size pamphlet—two-sided A4 once it was completely folded out—dominated on the front by a photo of the new young blood of the South Australian Liberal Party. It was Rob Lucas, followed by Iain Evans, followed by the member for Bragg (the deputy leader), followed by Steven Marshall. You can imagine how uncomfortable he felt during that photo session. Was there a fifth? I cannot remember whether there was a fifth. But, of course, we opened it up, and indeed the only transport policy in there, I think, was to reject the transport development levy, which of course was a rejection of the improvement of our public transport networks, but I have already gone into a significant amount of detail on that.

So, it is a shame that we are still waiting for a contribution in that respect, but the remainder of the member for Unley's contribution of course tried to highlight some of the faults and deficiencies we have unfortunately experienced on the Seaford line. Certainly, we deeply sympathise with those people who have been inconvenienced by those faults that have occurred on the Seaford line. It is very frustrating when the government of whatever persuasion contracts with a globally recognised,

very professional firm only to have the products and the infrastructure that is provided to the taxpayer fail. I can assure the house that we are certainly doing all we can not only to get to the bottom of the problem but to try to ensure that the problem does not recur.

I was very heartened by the comments from the member for Unley that were quite separate to his comments he made on the radio, when he assured listeners that, had we had a second substation, services to the Seaford line would not have to have been interrupted. Contrary to those comments, which of course are wrong, he clarified his comments for the benefit of *Hansard*, and that is very welcome. He clarified them by saying what the report he was referring to actually said, and that is that only a reduced level of services would be able to be provided. I am glad that the member for Unley has clarified his comments for the record in *Hansard* and agrees with the comments I made in the media at the time to that same effect.

I have gone on at some length to address the comments of those who have made contributions to this debate, and that is really important. Rail services are incredibly important here in South Australia. Whether it is for those communities the member for Hammond and the member for Chaffey spoke about or whether it is for those communities that rely on rail services for public transport the member for Davenport and the member for Light spoke about, making sure we get the regulatory framework right for rail operations across the country and also here in South Australia is incredibly important. I thank the opposition not just for their deliberations at some extreme length, I have to say, about this bill but also for their fulsome support.

Parliamentary Procedure

VISITORS

The DEPUTY SPEAKER: I would like to acknowledge the presence in the public gallery today of a very fine-looking group of grade 6 students, I am informed, from the Tatachilla Lutheran College who are guests of the member for Mawson. We thank you very much for coming to visit us in parliament today, and your adults for bringing you in, and we hope you enjoy your time here. As you are coming back for question time later, you will see some really good behaviour then, so we will see you after lunch.

Bills

**RAIL SAFETY NATIONAL LAW (SOUTH AUSTRALIA) (MISCELLANEOUS NO 2)
AMENDMENT BILL**

Second Reading

Debate resumed.

Bill read a second time.

Third Reading

The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister for Housing and Urban Development) (12:57): I move:

That this bill be now read a third time.

Bill read a third time and passed.

Sitting suspended from 12:58 to 14:00.

EMERGENCY MANAGEMENT (MISCELLANEOUS) AMENDMENT BILL

Assent

His Excellency the Governor assented to the bill.

DOG FENCE (PAYMENTS AND RATES) AMENDMENT BILL

Assent

His Excellency the Governor assented to the bill.

STATUTES AMENDMENT (HOME DETENTION) BILL*Assent*

His Excellency the Governor assented to the bill.

LOCAL NUISANCE AND LITTER CONTROL BILL*Assent*

His Excellency the Governor assented to the bill.

CORPORATIONS (COMMONWEALTH POWERS) (TERMINATION DAY) AMENDMENT BILL*Assent*

His Excellency the Governor assented to the bill.

HEALTH CARE (MISCELLANEOUS) AMENDMENT BILL*Assent*

His Excellency the Governor assented to the bill.

STATUTES AMENDMENT (COMMONWEALTH REGISTERED ENTITIES) BILL*Assent*

His Excellency the Governor assented to the bill.

LEGAL SERVICES COMMISSION (MISCELLANEOUS) AMENDMENT BILL*Assent*

His Excellency the Governor assented to the bill.

SUPPLY BILL 2016*Assent*

His Excellency the Governor assented to the bill.

*Parliamentary Procedure***VISITORS**

The SPEAKER: I welcome to parliament today students from Tatachilla Lutheran College, who are guests of the member for Mawson. I understood earlier we had the Blackwood Ladies Probus Club, who were guests of the member for Davenport.

*Petitions***KURRALTA PARK KINDERGARTEN**

Mr GARDNER (Morialta): Presented a petition signed by 105 residents of South Australia requesting the house to urge the government to approve funding for the current children's crossing to be replaced by a Koala Crossing at the Kurralta Park Kindergarten.

*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 Attorney-General (Hon. J.R. Rau)—

Regulations made under the following Acts—
Legal Practitioners—Fees Amendment
Tattooing Industry Control—General

Work Health and Safety—Fee for registration of employers

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

Regulations made under the following Acts—
Development—City of Holdfast Bay

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

Government Response—Parliamentary Committee on Occupational Safety, Rehabilitation and Compensation—22nd Report

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

Regulations made under the following Acts—
State Procurement—Prescribed public authorities

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

Regulations made under the following Acts—
Fisheries Management—
Demerit point offences
Miscellaneous
Rock Lobster Fisheries
Vessel Monitoring Scheme

By the Minister for Local Government (Hon. G.G. Brock)—

Local Council By-Laws—
District Council of Ororoo Carrieton—
No. 1—Permits and Penalties
No. 2—Moveable Signs
No. 3—Local Government Land
No. 4—Roads
No. 5—Dogs
No. 6—Cats
No. 7—Waste Management

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

Marine Spill Contingency Action Plan, South Australian—Prepared by the Department of Planning, Transport and Infrastructure
Regulations made under the following Acts—
Harbors and Navigation—Fees
Motor Vehicles—
Fees Amendment
National Heavy Vehicles Registration Fees
Second-hand Dealers and Pawnbrokers—Miscellaneous

*Ministerial Statement***CHILD PROTECTION**

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (14:05): I seek leave to make a ministerial statement.

Leave granted.

The Hon. J.R. RAU: On Monday 30 May, South Australian police attended at a property at Hillier and tragically found the bodies of Ms Rigney-Wilson and two of her children. It is understood that her partner has been charged with their murders. It has been widely reported that Families SA had some involvement with this family before their deaths. It has been demanded by some that the government provide a report to parliament regarding Families SA's involvement with this family. It is important to remember that the alleged murder of this young family is currently the subject of an ongoing police investigation and charges which are before the courts.

It is imperative that the investigation and any subsequent trial are not prejudiced by inappropriate commentary. The full facts will need to be ascertained, including any involvement the family had with Families SA. It is not appropriate that these matters be aired at this point in time. For these reasons, I do not propose to make any further comment relating to this matter at least until investigations are complete. I offer my condolences on behalf of the government to the family and friends of Ms Rigney-Wilson, Amber and Kory.

CHEMOTHERAPY TREATMENT ERROR

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (14:07): I seek leave to make a ministerial statement.

Leave granted.

The Hon. J.J. SNELLING: This week, the state government, through SAICORP, has made offers of compensation to patients and families who are impacted by chemotherapy underdosing during treatment for acute myeloid leukaemia. We have advised patients and their families to seek independent advice if they wish to do so, for which the state government will cover the cost. Over the past month, we have offered other support for the patients and their families. Patients have been offered dedicated care coordinators to liaise between patients and treatment teams and to provide a central point for coordinating patients' needs for health, emotional, social or logistical support.

Where possible, streamlined treatment has been provided, including pre-booking of regular infusions to eliminate unnecessary delays and establishing emergency department alerts. Additional individualised support was also offered for patients and families, including counselling, transport assistance to medical appointments and occupational therapy at home. As the house is aware, eight clinicians have been referred to the Australian Health Practitioner Regulation Agency as a result of the independent Villis Marshall review into this matter, with SA Health also conducting a further internal investigation into the issue. These reviews are ongoing.

As I have said before, this has been a serious failure in clinical governance. Patients need to feel safe when they are being treated in our health system. The government will now look at how we manage cases involving people who may be suffering from a terminal illness or who have a limited time to live so that in the future their cases can be expedited. This has been an incredibly distressing event for the patients and their families. We hope that this substantial offer will assist the patients and their families to help deal with the underdosing and the unacceptable chain of events that followed.

ROYAL ADELAIDE HOSPITAL

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (14:08): I seek leave to make a further ministerial statement.

Leave granted.

The Hon. J.J. SNELLING: On 5 April 2016, the state issued major default notices against South Australia Health Partnership, the consortium responsible for delivering the new Royal Adelaide Hospital, after the agreed date for technical completion had passed. The issuing of the notices requires SAHP to take immediate steps to provide a plan to explain how it proposes to cure or redress this major default. In particular, the state requires a realistic and reliable date for technical completion and to ensure the work is completed safely and without a reduction in the quality of the construction.

Last week, SAHP submitted the builder Hansen Yuncken Leighton Contractors' revised recovery plan and cure program to the state, showing a forecasted technical completion date in September. This is the latest in a series of proposed completion dates from HYLC and requires

further scrutiny before any new time lines can be confirmed. The state is currently reviewing this latest update, and it is important to note that SAHP has advised they are also seeking their own independent review of the proposed program from HYLIC.

No decisions will be made about the timing of the hospital move until we have confidence that the time lines provided to us are realistic and reliable. However, the state does not expect that technical completion will occur any earlier than September. As I have stated previously, the state has rights under the agreement with SAHP in respect of delays, noting that SAHP bears all risk in any delay that it causes in achieving technical completion.

Under the terms of the agreement, the state government will not pay a cent in service payments for the hospital until commercial acceptance has been achieved. Safety must always be paramount at the new Royal Adelaide Hospital—for patients and staff who will move into the hospital, for workers who are building it and for the many contractors who are assisting the state to commission it.

Parliamentary Committees

ECONOMIC AND FINANCE COMMITTEE

Mr ODENWALDER (Little Para) (14:12): I bring up the report of the committee entitled Emergency Services Levy 2016-17.

Report received and ordered to be published.

NATURAL RESOURCES COMMITTEE

The Hon. S.W. KEY (Ashford) (14:13): I bring up the 109th report of the committee, entitled Natural Resources South Australia Business Plans and Regional Levies 2016-17.

Report received and ordered to be published.

The Hon. S.W. KEY: I bring up the 110th report of the committee, entitled Adelaide and Mount Lofty Ranges Natural Resources Management Committee Board Levy Proposal 2016-17.

Report received and ordered to be published.

The Hon. S.W. KEY: I bring up the 111th report of the committee, entitled Eyre Peninsula Natural Resources Management Board Levy Proposal 2016-17.

Report received and ordered to be published.

The Hon. S.W. KEY: I bring up the 112th report of the committee, entitled Northern and Yorke Natural Resources Management Board Levy Proposal 2016-17.

Report received and ordered to be published.

The Hon. S.W. KEY: I bring up the 113th report of the committee, entitled South Australia Arid Lands Natural Resources Management Board Levy Proposal 2016-17.

Report received and ordered to be published.

The Hon. S.W. KEY: I bring up the 114th report of the committee, entitled South Australian Murray-Darling Basin Natural Resources Management Board Levy Proposal 2016-17.

Report received and ordered to be published.

The Hon. S.W. KEY: I bring up the 115th report of the committee, entitled South East Natural Resources Management Board Levy Proposal 2016-17.

Report received and ordered to be published.

Question Time

BREAST SCREENING

Mr MARSHALL (Dunstan—Leader of the Opposition) (14:15): My question is to the Minister for Health. How many victims from the BreastScreen SA failures, which occurred between

2010 and 2012, are still waiting for compensation? How many settlements have been made to date and will victims receive offers of compensation or will they be required to lawyer up?

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (14:16): I don't have that information to hand, but I am happy to have a look.

Members interjecting:

The SPEAKER: I call the leader to order and the member for Hartley.

HEALTH REVIEW

Ms BEDFORD (Florey) (14:16): My question is to the Minister for Health. What do the service realignments between the Modbury and Lyell McEwin hospitals mean for patients of these hospitals?

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (14:16): I thank the member for Florey for her question and her continued advocacy for her constituents about Modbury Hospital. It was only three weeks ago—also in response to a question from the member for Florey—that I advised this house about a number of early improvements we have seen for patients in the north and north-eastern suburbs as a result of service realignments between the Modbury and Lyell McEwin hospitals under Transforming Health. For the Lyell McEwin Hospital, these include significant improvements to wait times for orthopaedic surgery and continued improvement on the National Emergency Access Target.

I am extremely pleased to have received more advice today on a number of further substantial improvements that have occurred since the service realignments have been implemented. As well as notable improvements to wait times for hip fracture surgery—from up to 150 hours wait last year to an average wait of less than 15 hours—I can advise that there have been 75 per cent more patients in the north receiving orthopaedic surgery closer to home compared to the same time last year.

I can also advise that, through the changes we have implemented, Modbury Hospital is now well and truly established as the elective surgery centre for the north and north-east, specialising in same-day and 23-hour elective surgery admissions. As predicted, since the first of the realignments in March 2016 we have seen an increase in day surgery admissions at Modbury. In fact, since the changes to the provision of surgery across both sites, I am very happy to advise that there has been around a 50 per cent increase in the number of same-day and 23-hour surgical patients seen at Modbury Hospital.

We have also said that having separate dedicated centres for elective surgery will mean fewer postponements, better throughput and, importantly, better outcomes for patients. We know this because this model is tried and tested interstate. Despite this, we have had some in the community constantly talking down the Modbury Hospital, with some even telling the community it is closing down. On the contrary, this early data shows dramatically increased elective surgery throughput there.

We have also seen a 30 per cent increase in the number of patients being admitted from emergency to a medical bed within the four-hour National Emergency Access Target. In fact, the new data I have seen today shows that both Modbury Hospital and the Lyell McEwin Hospital continue to improve on the four-hour target and, on average, are the highest performing hospitals in South Australia, with an average performance of 64 per cent for Modbury and 61 per cent for the Lyell McEwin.

Members interjecting:

The Hon. J.J. SNELLING: I know the opposition hate good news, don't they? You read them like a book: they hate good news. They are like Superman and kryptonite, they are to good news, or the devil to holy water: they just don't like good news. This data shows that the Transforming Health mental health initiatives at the Modbury and Lyell McEwin hospitals continue to see improvements for our patients, with no mental health patient in these hospitals waiting for over 24 hours in an emergency department for an admission.

As I previously said, the dedicated ambulance service located at Modbury Hospital continues to transport patients to the Lyell McEwin Hospital well within the predicted volume ranges. Further, I am told the majority of patients are being transferred from Modbury directly to an inpatient bed at the Lyell McEwin Hospital, therefore not impacting the emergency department presentations.

Through clinical improvement initiatives at these hospitals under Transforming Health, we have also seen a 24 per cent reduction in length of stay for patients with chronic obstruction pulmonary disease in 2015-16 when compared. Mr Speaker, I could go on and on; unfortunately, my time has run out, but I do know the opposition hate good news.

Members interjecting:

Ms BEDFORD: Supplementary, Mr Speaker.

The SPEAKER: Before we get to the supplementary, I call to order the members for Davenport, Chaffey, Schubert, Kavel, Florey, Newland, Morialta, Finniss, Morphett, Hammond, and the deputy leader. I warn for the first time the members for Schubert, Davenport, Morialta, Chaffey, Kavel, Hartley, the leader and the deputy leader. I warn for the second and final time the leader and the members for Schubert and Morialta. The leader.

CHEMOTHERAPY TREATMENT ERROR

Mr MARSHALL (Dunstan—Leader of the Opposition) (14:21): My question is to the Minister for Health. Can the minister advise whether the compensation offers made to victims of the chemotherapy dosing failures come with any conditions, in particular conditions regarding confidentiality?

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (14:21): I can advise, as previously said, they don't,

Ms BEDFORD: Mr Speaker.

The SPEAKER: Yes, member for Florey.

Ms BEDFORD: I had a supplementary question.

The SPEAKER: Well, it won't be supplementary on the leader's, okay?

Ms BEDFORD: It was based on my earlier question, sir. I had a supplementary on my earlier question.

Members interjecting:

The SPEAKER: I am giving an entirely fresh question to the member for Florey.

LYELL MCEWIN HOSPITAL OPEN DAY

Ms BEDFORD (Florey) (14:22): My question relates to the open day that is going to be held at the Lyell McEwin health service. I want to know if people—

Mr GARDNER: Point of order, sir: standing order 97 sets out the way in which questions may be asked, and the member for Florey is ignoring it.

The SPEAKER: The member for Florey has asked about the open day—

Ms BEDFORD: And I want to know if there will be access to all areas of the Lyell McEwin health service on that open day for the people in the north-eastern suburbs to see the new facilities that were the subject of the first question.

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (14:22): Thank you very much to the member for Florey. Can I say—

Mr Marshall interjecting:

The SPEAKER: If the leader makes another utterance outside standing orders, he will tread that path trod by the member for Unley so many times. Minister, more of your ambrosia, please.

The Hon. J.J. SNELLING: Pleasure, Mr Speaker. The member for Florey has been long calling for an open day so that her constituents can see the wonderful improvements that have been made at the Lyell McEwin Hospital. It really has been transformed into the third significant tertiary hospital in our state. I can confirm that we will have as many areas—

Ms Sanderson interjecting:

The SPEAKER: The member for Adelaide is called to order.

The Hon. J.J. SNELLING: —of the hospital open as possible. Of course, we do need to respect that it is an operating hospital, so there are areas that we will not be able to open, obviously. But we are making every effort to make sure that as much of the hospital is open so that the good people of the member for Florey's electorate, and the member for Wright's electorate and indeed my electorate, can have an opportunity to see the marvellous improvements that have been made, significant improvements that have been made, at that hospital.

Ms Chapman interjecting:

The SPEAKER: The deputy leader knows I am very good at ping-pong, but I am not good at ping-pong, so she is warned for the second and final time. The leader.

AMBULANCE SERVICES

Mr MARSHALL (Dunstan—Leader of the Opposition) (14:24): My question is to the Minister for Health. Can the minister advise the house whether ambulance service protocols or practices in relation to The Queen Elizabeth Hospital have changed, given that over the past year the proportion of cases at the emergency department with cardiac issues has fallen from 20 per cent of presentations to just 12 per cent?

The Hon. T.R. Kenyon interjecting:

The SPEAKER: The member for Newland will not offer assistance to the minister.

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (14:25): I did hear Professor Horowitz on the radio, I think it was yesterday, saying that there was some conspiracy to take cardiac patients away from The Queen Elizabeth Hospital. I can affirm to the house that it's completely untrue. Of course, we would not conspire in any way to direct ambulance officers to do anything other than to take a patient to the closest and most appropriate hospital for that patient. To suggest that there is some conspiracy to bypass The Queen Elizabeth Hospital, and to do so in a way that would put patients at risk, is just completely barmy I have to say.

EXPORT PERFORMANCE

The Hon. J.M. RANKINE (Wright) (14:26): My question is to the Minister for Investment and Trade. Can the minister update the house on South Australia's export performance for April?

The Hon. M.L.J. HAMILTON-SMITH (Waite—Minister for Investment and Trade, Minister for Small Business, Minister for Defence Industries, Minister for Veterans' Affairs) (14:26): I thank the member for Wright for the question. She would have heard, as would most members, about the very positive news on exports. Over 65,000 South Australian jobs depend upon those exports. The South Australian government is committed to seeing the number grow. Continuing growth in trade and exports will lead to a strong economy and the creation of more jobs.

Recent results released by the ABS show that over the 12-month period to April 2016, South Australia recorded a 1.7 per cent increase in overseas goods exports. This was above the national result, which was down by 4.9 per cent. South Australia, like many other states and countries, is seeing the impact of commodity price movements on the world—

Members interjecting:

The Hon. M.L.J. HAMILTON-SMITH: They just can't handle the good news; can't handle the good news. They can't control themselves—they've just got to talk it down even when everybody else knows the figures are going up.

The SPEAKER: The minister will answer the question.

The Hon. M.L.J. HAMILTON-SMITH: Yes, Mr Speaker, of course he will. When it comes to commodities, something no federal or state government can control, we all know that minerals and petroleum have experienced a decline. But what these figures reveal is that, when you take those things out, South Australia has recorded a 7.6 per cent increase in goods exports during this period. This included—and I know they will hate to hear it—other confidential items, which includes SMEs and barley up \$313 million, 14 per cent (much of it in their electorates); wine up \$159 million, 13 per cent; wheat up \$150 million, or 12 per cent; copper up \$104 million, or 9.1 per cent; and vegetables and fruit—don't we love our vegetables and fruit—up \$102 million, or 22 per cent.

I know this is news they just hate to hear—they hate to hear it—but what the government is helping businesses to do here is expand and extend their exports, and the results are in: not our facts, the ABS's facts. Those results reinforce that the state government's commitment to grow premium food and wine, agriculture and advanced manufacturing sectors is on track. Strong growth was also recorded in the export markets to ASEAN and the Middle East, as well as in more traditional partner markets like the United States, the European Union and Canada.

This is in complete contrast to the completely baseless claims by the opposition spokesperson for investment and trade who believes the South Australian government has forgotten about Asia.

Ms CHAPMAN: Point of order.

The SPEAKER: I will listen carefully.

The Hon. M.L.J. HAMILTON-SMITH: In fact, our exports to South-East Asia have gone up by 7.1 per cent, with market share of 17 per cent. In fact, the state government—

The SPEAKER: The minister will be seated. The minister will supply information about governing to the state. He will not supply information to the house about the opposition's policy, for which he is not responsible to the house.

The Hon. M.L.J. HAMILTON-SMITH: Thank you, Mr Speaker. The South-East Asia Engagement Strategy is working, and just this week the government returned from the Philippines, Indonesia and Vietnam, with another mission heading off to Singapore, Malaysia and Thailand in July to give that very attention to South-East Asia which markets are seeking.

South Australia is defying the national trend, with significant increases in key areas. Ask Hastwell & Lightfoot, who are exporting their wine to the UK; Mallee Estates; Thorn-Clarke winery; Kilikanoon Wines; Saltbush Livestock; 4 Ways Fresh; and Skara Smallgoods—all of them are expanding their exports on the back of programs run and supported by the state government. Our results are in and exports are up in all of the key areas we are seeking to develop.

HOSPITAL MANAGEMENT INVESTIGATION

Mr MARSHALL (Dunstan—Leader of the Opposition) (14:30): My question is to the Minister for Health. How many breaches of the privacy of patient records that occurred in the three months to the end of May this year have been reported, and how many have been investigated? Can the minister now provide the parliament with any further information regarding the audit mechanisms in place to identify breaches of patient records?

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (14:31): As I have said, we will report every three months on these breaches where they are confirmed to have happened. We released those figures last week as part of our commitment to do that. Obviously, we will only report it where it has been confirmed to have happened. In both those—I am not going to add any more to that.

UPPER SPENCER GULF EMPLOYMENT

Mr HUGHES (Giles) (14:31): My question is to the Minister for Employment, Higher Education and Skills. How is the government supporting employment opportunities for families in the Upper Spencer Gulf region?

Mr Pengilly: We didn't see you last weekend. You weren't there.

The SPEAKER: The member for Finniss has had benefit of clergy from the Speaker for too long. I warn him. Minister.

The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for Higher Education and Skills) (14:32): I am very pleased to answer the question of the member for Giles, who obviously is an outstanding representative for his electorate and unfortunately was not there when I was up there on Friday. What is going on in Whyalla in particular of course is of concern to everybody in this house and in this parliament. We look with concern, but with a degree of sensible optimism and a huge amount of support for the community.

Obviously, the support for education, training and employment is absolutely crucial at this time. I had the privilege, in visiting Whyalla, of seeing various stages of that. I was able to go around Hincks Avenue Primary School, which has a fairly new principal—not new to being a principal, but new to that school—who clearly is seeing that she needs to get those kids on a trajectory of success. I also visited the two year 8 to 10 high schools, Sturt and Whyalla High, and was particularly impressed by the calibre of the students who were showing me around, who were articulate and reflective of what they have been learning and what they want to do in the future. There was a confidence and an optimism there that inspired me.

As members will be aware, we are undertaking at present a feasibility study for the future of the three high school campuses. I think it has been greeted with a lot of commitment and interest by the schools. I also had a look around TAFE and saw the excellent work that is occurring there. I was fortunate to be able to announce in Whyalla the Building Family Opportunities initiative for that area.

Mr KNOLL: Point of order, Mr Speaker. The information that the minister is now referring to was part of a release that she put out on 3 June, which is now in your inbox.

The SPEAKER: I will have a look at it and check it against the minister's answer.

Mr Knoll: \$212,000 should be the operative figure.

The Hon. S.E. CLOSE: He is so prescient. He knows what I am to say, rather than able to hear what I have said. That is an extraordinary skill to have. I will come and chat to you before the Melbourne Cup.

As we know, one of the challenges is when a family has one or more of the earners in the family going through the challenge of either having already lost their job, having been unable to find work, or, as will be happening in Whyalla right now, the concern that they may fall out of work in their current employment. As a family is going through that challenge, we know that not only are the earners, the adults, involved in that but also the children. One of the features we have noticed is that the children of families going through that kind of difficulty will often fall out of regular attendance at school.

As members will be aware, because I have said it so many times, it is absolutely crucial that kids attend every day of school and complete school. In order not only to help the adults who are looking for work or are concerned that they might need to look for work in short order but also to make sure that we do not transmit that anxiety and potential disengagement down to the next generation, we have a program called Building Family Opportunities which engages with the whole family and is about not only assisting the adults to prepare for looking for employment and identifying any skills gaps they have but also engaging directly with the children and with their education.

I was delighted to be part of that announcement, and I look forward to hearing the very many good stories that will emerge from the work that is being undertaken by UnitingCare Wesley Country who have undertaken that contract.

CHILD PROTECTION

Ms SANDERSON (Adelaide) (14:36): My question is to the Minister for Education and Child Development. Is the government urgently reviewing the contact Families SA had with the family at the centre of the Hillier tragedy, and who is conducting the review into this tragedy?

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (14:36): I think I made clear in my ministerial statement that for the time being we are not going to be canvassing matters regarding this. Suffice to say, the police are investigating the matter. I did hear the commissioner on the radio—it might have even been this morning—wherein he made the same point that I have been trying to make today, which is it is a live investigation, a current investigation.

He was invited as well to make uninformed speculations about this and that, and he said, I believe quite properly, 'This is an ongoing investigation. When we know all the facts, we will be in a position to deal with it.' I emphasise again that we have a police investigation going on right now. I can assure all members that, to the extent that any information is being sought from the government in order to assist with the investigation, that information will of course be forthcoming, but let's let the police do their job.

SOUTH-EAST ASIA TRADE MISSION

Ms HILDYARD (Reynell) (14:37): My question is to the Premier. Can the Premier update the house about his recent visit to Vietnam with His Excellency the Governor, Hieu Van Le?

The Hon. J.W. WEATHERILL (Cheltenham—Premier) (14:37): It was my great privilege to accompany His Excellency the Governor, the Hon. Hieu Van Le, and the Minister for Investment and Trade on the Vietnam leg of South Australia's mission to South-East Asia.

Vietnam is a youthful and dynamic growth economy. Its needs match up with a range of South Australian opportunities that South Australian businesses are well placed to satisfy. There are significant opportunities in resources, agribusiness, food, wine, education, health and ageing services, and research. Of course, South Australia already has substantial links with Vietnam, and indeed Vietnam's largest source of foreign direct investment comes from a South Australian company, that is, Santos. So people are very familiar with South Australia in Vietnam.

But there is one very significant advantage that we have, a special one for South Australia, and that is the fact that our Governor, His Excellency the Hon. Hieu Van Le, is the only Vietnamese vice-regal appointee in the world.

Honourable members: Hear, hear!

The Hon. J.W. WEATHERILL: It is a source of enormous pride for the people of Vietnam. It is not an exaggeration to say that the Governor's reception in Vietnam was nothing short of a rock star welcome. Everybody from the highest government officials through to the newest students received him with both warmth and extraordinary pride. Make no mistake: that connection will open doors for South Australian businesses. The other good thing to report is that Vietnam is not heavily populated by visitors from other states, or indeed even the federal government, so this is a massive greenfields opportunity for us.

At a practical level, the Vietnam leg of the mission focused on education and agribusiness. In Ho Chi Minh City, I was pleased to announce that South Australia's Certificate of Education will be delivered to students in Vietnam for the first time, in 2017. I also announced the winner of an opportunity to travel to Adelaide as a student ambassador for South Australia, and 22-year-old Ms Le Huyen Chi from Hanoi will travel to Adelaide later this year to experience life as a student in Adelaide and promote studying in Adelaide via the social media.

A number of South Australian companies, including Beston foods, 4 Ways Fresh and various winemakers, have had significant success in Vietnam as part of their mission and their ongoing work in the region. A delegation from the fashion industry from South Australia seeking to attract participants from Vietnam in our own fashion festival also had great success. Finally, I had the opportunity to attend a theatre show, *My Village*, by theatre company AO Show at the Saigon Opera House, and I am pleased to inform the house that AO Show intends to perform at OzAsia in 2017, and audiences will be treated to an outstanding experience.

I was honoured to accompany His Excellency to the country of his birth and to witness the pride that Vietnam has in his outstanding achievements. Obviously, there has been a source of great upset and hurt from many of the migrants who have come from Vietnam to South Australia, and that hurt has also been experienced profoundly by the Governor. While those things are fresh in the minds of so many people in South Australia, I think that we can also accept that there is a shared future for us in the mutual interests not only of the people of Vietnam but also of the people of South Australia, and in particular those Vietnamese people in South Australia who have made a life for themselves here and who are creating businesses and activity and prosperity for the South Australian community.

It was fantastic to see a great local South Australian Vietnamese man starting a business, selling his produce into Vietnam. The very fruits and vegetables that he would have learnt to grow in Vietnam—or his parents—are now being sold back into Vietnam.

Mr Whetstone interjecting:

The SPEAKER: The member for Chaffey is warned for a second and a final time. The deputy leader.

CHILD PROTECTION

Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (14:42): My question is to the Minister for Child Protection Reform.

The Hon. T.R. Kenyon interjecting:

Ms CHAPMAN: Given the minister's statement today that, 'The full facts will need to be ascertained, including any involvement the family had with Families SA' in respect of the Hillier deaths, will he confirm whether there is any police investigation currently underway in respect of Families SA's involvement?

The SPEAKER: The member for Newland has been doing it all day. He is warned. Deputy Premier.

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (14:42): Yes, thank you very much, Mr Speaker. I think that the best thing I can do is attempt to quote from the words of the police commissioner himself this morning. The police commissioner was interviewed on a certain radio station this morning and he said a few things about this. The bit I would like to quote, because it is the bit that I have available to me, is that he says:

The investigation into the deaths will uncover significant information which will be passed on to the Coroner. I would like to say that, even in the best circumstances, there are going to be occasions where one agency is delivering services to a family and despite their best efforts you cannot foresee what is going to occur. This may be [may be] one of those cases where the actions of the individual who was alleged to have committed the crime was going to happen regardless of what steps were taken by any agency. We won't know. And I really don't like talking about this case now because we are right in the midst of an investigation and we've got a long way to go, but generally speaking I think the agencies that are out there are acting with the best endeavours. They want to prevent harm to children and families. Now, sometimes your best endeavours are never going to be enough.

And I think that those words from the commissioner—

Mr Pisoni interjecting:

The SPEAKER: The member for Unley is called to order.

Ms Sanderson interjecting:

The SPEAKER: The member for Adelaide is warned.

The Hon. J.R. RAU: —should be sufficient for the time being. I emphasise again that we are very interested in understanding exactly what happened and we are not interested in jumping to conclusions, nor are we interested in persecuting or scapegoating people or departments. We are

interested in finding out the facts. The finding of the facts is something which is presently at the request of the police commissioner—

Dr McFetridge interjecting:

The SPEAKER: The member for Morphet is warned.

The Hon. J.R. RAU: The finding of the facts is presently being requested by the police commissioner to be allowed to continue without public commentary, and we intend to provide the police with cooperation in that request.

Ms CHAPMAN: A supplementary?

The SPEAKER: Member for Light.

LOCAL GOVERNMENT INFORMAL GATHERINGS

The Hon. A. PICCOLO (Light) (14:45): I direct my question to the Minister for Regional Development. My question is: what steps will the minister take to promote accountability and transparency with regard to council informal gatherings?

The Hon. G.G. BROCK (Frome—Minister for Regional Development, Minister for Local Government) (14:45): I thank the member for Light for his question and also his dedication over many years, as with other members in here, to local government. Many councils in South Australia take the opportunity of using informal gatherings—a process whereby elected members can attend workshops or briefings organised by council staff—in order to better inform themselves about a range of community issues.

As someone with significant experience in local government, I can see the value in members being able to expand their knowledge through informal gatherings. However, I have seen a trend developing where some councils lock informal gatherings in on a regular basis and, in some cases, mandate that these workshops be closed to the public, apparently on the basis that members and staff feel more comfortable in discussing issues and proposals in confidence.

As Minister for Local Government, this is a position I have had difficulty in accepting, especially with respect to the potential for decisions to be effectively made in informal gatherings with the expectation of them being rubber-stamped by the time they reach full council meetings. This is particularly concerning where informal gatherings are regularly held in confidence. It is my belief that council processes should be as accountable and as transparent as possible, with enthusiastic debate followed by decision-making occurring at council meetings. I think this is an important means by which communities can be assured that their best interests are at the forefront of council decisions.

The Local Government (Accountability and Governance) Amendment Act 2015 commenced on 31 March this year and contained a provision requiring all councils to have a policy in relation to informal gatherings. Under the Local Government Act now, an informal gathering or a discussion can be properly held only if the council has adopted a policy on the holding of these gatherings and the gatherings comply with the policy. These provisions aim to ensure that, while informal gatherings can be a useful tool, they are not to be used as a replacement for full debate and decision-making at council meetings.

During passage of the legislation, I outlined my expectation that council informal gatherings policies should include the following aspects:

- they should be open to the public;
- the decision to hold informal gatherings in confidence be made on a case-by-case basis;
- councils should publish notification details of informal gatherings on their websites; and
- when councils decide to hold an informal gathering in confidence, the broad reason for this decision be briefly stated on the website.

In addition to my comments during the passage of the bill, prior to the commencement of the act I wrote to each council reiterating my expectations about informal gathering policies. New section 90(8b) of the act provides for the making of regulations to prescribe requirements for informal

gatherings policies. While my preference was to provide councils with the opportunity to develop suitable policies in the first instance, an assessment of council policies has indicated the need for making regulations in order to obtain a consistent approach that promotes accountability and transparency.

I am writing again to all mayors, indicating my intention to make regulations in this area, commending those councils that have moved in the right direction and expressing my disappointment to those who haven't. In my view, public notification and public access to informal gatherings should be the default position while providing councils with the flexibility to hold informal gatherings in confidence where council decides it is necessary, in line with the kinds of exceptions outlined in section 90 of the Local Government Act and provided the required notice and reason is published.

Members interjecting:

The SPEAKER: The members for Hartley and Finniss are warned for the second and final time. I realise the member for Hartley suffered a lot on Saturday at Woodville Oval, but that is no excuse for his behaviour. Deputy leader.

CHILD PROTECTION

Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (14:49): My question is again to the Minister for Child Protection Reform. Given that the head of the department, Mr Tony Harrison, is a former senior police officer, can't he be trusted to undertake a review, at least of the department's involvement in respect of the Hillier deaths, and to report to the parliament, via the minister, and reassure South Australia that this issue is being investigated?

The SPEAKER: The deputy leader is now debating the question. Minister.

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (14:50): Obviously, at the risk of sounding a little bit repetitive, I have made a ministerial statement about this today, and we don't intend to change our position from that—namely, that we just want to vacate the space until the police have done their work. Perhaps I am being unfair here, but I would assume that if we had asked Mr Harrison to go off and conduct an inquiry there might be some cynical comments made about having Caesar looking into Caesar, or something along those lines, and so—

Members interjecting:

The SPEAKER: The member for Stuart is called to order and the member for Morphett is warned for the second and final time. The deputy leader is on two warnings.

The Hon. J.R. RAU: I am satisfied that the matter is appropriately being dealt with presently, and I would just ask members opposite and some in the media who feel the need to comment on these matters to just hold their fire until they know exactly what is going on. Once we all know what the facts are in this case, we can then analyse what, if any, errors were made

We can also ask ourselves, incidentally, the question as to whether or not the simplistic cause-and-effect type arguments which we get sometimes have any place in these complex situations. It could be said of the person who is involved in a car accident this afternoon that, had they not gotten up in the morning, had they caught a bus—

Mr GARDNER: Point of order by way of allegory: the minister is now debating.

The SPEAKER: No, the minister is perhaps being desultory, but he is not debating.

The Hon. J.R. RAU: Thank you. So that we don't—

Mr Williams: He's not providing information either.

The SPEAKER: The member for MacKillop is called to order.

The Hon. J.R. RAU: Because I have tried to explain it several times, I am now reducing it to more simple propositions to assist members opposite in understanding what I am saying, which

is: we need to understand the facts before we can go off and have an intelligent conversation about what factors, if any, were responsible for this, and how, if at all—and I emphasise 'if at all'—any human action by anybody at any time might have actually had the effect of preventing these events. That turns on what these events are, whether they were foreseeable (wholly or in part) and, if so, by whom. So, let's wait and find out what the facts are.

ABORIGINAL POWER CUP

The Hon. P. CAICA (Colton) (14:53): My question is to the Attorney-General. How is the government supporting programs that encourage the positive development of Indigenous youth?

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (14:53): I thank the honourable member for Colton for his question. Mr Speaker, this is a matter about which I believe you may know something, and indeed may have been, in a former life, the original instigator of. The Aboriginal Power Cup was developed in response to recommendations in the 2007 report, 'To break the cycle: prevention and rehabilitation responses to serious repeat offending by young people'.

The Power Cup is a three-day football carnival that aligns with the AFL Indigenous Round. The Power Cup is an early intervention strategy that engages young people in sporting activities to encourage them to continue with their education and make positive lifestyle choices. In addition to the Power Cup Carnival, students complete a course which includes a focus on developing team skills, personal identity, exercise and nutrition, career, lifestyle, and Aboriginal culture. The ninth Power Cup was held in—

Mr KNOLL: Point of order, Mr Speaker: unfortunately, the minister has been gazumped by minister Maher in another place on 19 May, and everything he has said to date is from that press release.

The Hon. J.R. RAU: Some facts are so notorious, they would be anywhere—

The SPEAKER: Well, the—

The Hon. J.R. RAU: —but I am very happy to move on in a different fashion now because I was very fortunate to be present the other day at the magnificent Adelaide Oval and there was a game on there. Unfortunately, the right team didn't triumph ultimately but, before the game, the young people who had been involved in the Power Cup had the great excitement of being able to go onto Adelaide Oval, and they were all displaying the jumpers that they had actually worked together to develop. There was great excitement in the whole arena, and it was a fantastic part of the Indigenous Round for the AFL. It was an absolutely great opportunity to be there and see these young people.

Some of them actually spoke to a few of us before and after their run around the stadium, and to say that these people were thrilled is an understatement. One of the great things about this—have you found any of this yet, member for Schubert?—is that what happens is that these young people are actually encouraged to participate in schooling and after that career pathways through their engagement with this program. Actually, this is better than reading it, isn't it? So what is happening is—

The SPEAKER: The minister will tone down his switch to vaudeville.

The Hon. J.R. RAU: Anyway, what is happening to these young people was revealed by one young man who told me that he was—

Mr GARDNER: Point of order: ministers may present, according to standing order No. 98, material that is relevant to their responsibilities to the house.

The SPEAKER: He seemed to be asked about the Aboriginal Power Cup, which he rightly says I inaugurated, and he still seems to be on message.

The Hon. J.R. RAU: I am on message, thank you, and I am glad we've stopped the clock because I have a lot more to say about this. Anyway, what happened was this: this young man who has presented to the group of people in the room was able to say to us that, even though his team

had actually come first in the round, they didn't actually win, and the reason they didn't win was that a couple of people who were his teammates hadn't met their obligation to their teammates by attending school sufficiently. So the poor attendance of some of those students let the whole team down, even though in a purely football sense that team had been able to achieve great things or 'kick goals' as we say in the footy world.

The SPEAKER: The minister's time has, alas, expired. The member for Adelaide.

Mr Gardner: She had the call?

The SPEAKER: I've called her.

FAMILIES SA DRUG TESTING

Ms SANDERSON (Adelaide) (14:58): My question is to the Minister for Education and Child Development. Of the 772 referrals for drug testing assessment and treatment so far this year, can the minister break this down into how many were for testing, how many were for assessment, how many were for treatment, how many returned a positive drug test, and what the consequences were?

The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for Higher Education and Skills) (14:58): I don't know whether all of that data is held within the way in which we capture our data but, if it is, I will provide it to the house.

LAKE ALEXANDRINA

Mr GEE (Napier) (14:58): My question is to the Minister for Transport and Infrastructure. Can the minister update the house on the marine infrastructure at Lake Alexandrina?

The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister for Housing and Urban Development) (14:58): Can I thank the member for Napier for his interest in this matter. The state government has got a strong commitment when it comes to providing the public with a safe and enjoyable marine environment. We have some of the most pristine coastal waters in Australia and very precious inland navigable waterways, including the River Murray. But maintaining infrastructure to assist boat operators in navigating safely along the river and Lower Lakes has been challenging in recent years, particularly due to the drought. The drought on the River Murray and the associated low water levels required the installation of many temporary channel markers to ensure the safety of boaters was maintained, particularly in areas below Lock 1.

During this time, several new permanent markers were installed and many existing ones were realigned in areas where movements and changes to the riverbed had occurred. Further to this, temporary buoyage was installed by the Department of Planning, Transport and Infrastructure marine safety officers to supplement existing buoyage following hydrographic surveys, which indicated the areas of best depth.

It is not just the drought which causes challenging conditions for these navigation markers. Strong winds and associated rough river, lake and sea conditions in South Australia cause deterioration of structures, damage to mooring equipment and also to electrical installations where they are installed on navigation markers. Even those that are installed on land are subject to high moisture and salt-laden environments, which necessitate frequent repair and maintenance schedules.

So, as part of our continued efforts in improving navigational safety, I am pleased to advise the house that the state government recently invested \$340,000 to upgrade 13 channel markers in Lake Alexandrina. Nine existing unlit channel markers were replaced with new lit markers, and new navigational lights were also provided on two existing channel markers between Clayton and Wellington. Further to this—and I am sure this is something the member for Hammond will be interested in—the channel marker near the Milang jetty was upgraded and replaced with a new marker, which was installed approximately halfway between Milang and channel marker 90.

I am pleased to advise the house that all the new channel markers consist of a larger and taller steel pile; a platform; a ladder; day mark and light, which will significantly improve navigation in Lake Alexandrina due to their improved visibility both night and day; and, where possible, all new navigational aids consist of energy efficient automatic solar LED lighting. In addition to these

upgrades in Lake Alexandrina, the state government has also invested \$1.14 million from the facilities fund to upgrade channel markers at Coffin Bay, Port Germein and the Barker Inlet this financial year.

It is proposed that further upgrades will take place next financial year on channel markers located at Streaky Bay, Venus Bay and the Port Augusta south channel. These are good examples of how the state government is working to improve the safety of our marine environment, which in turn encourages more people to get out and enjoy our pristine waterways and, most importantly, feel safe when doing so.

Parliamentary Procedure

VISITORS

The SPEAKER: I welcome to parliament members of the Onkaparinga VIEW Club, who are guests of the member for Reynell.

Question Time

COLES ENTERPRISE AGREEMENT

Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (15:02): My question is to the Premier. Had the Minister for Police informed the Premier prior to his appointment as minister that the Coles enterprise agreement negotiated by the SDA was under challenge in the Fair Work Commission for failing to pass the 'better off overall' test and, if not, did he disclose that information to the Premier prior to the Full Court decision on 31 May this year, which confirmed that there had been a \$70 million underpayment to Coles workers?

The SPEAKER: The deputy leader is now asking the Premier if he is aware of information which is publicly available to any Australian, namely, a decision of the Fair Work Commission. The Premier.

Mr Pisoni interjecting:

The SPEAKER: The member for Unley is warned.

The Hon. J.W. WEATHERILL (Cheltenham—Premier) (15:03): I love it when the Liberals cry crocodile tears over penalty rates—I just love it. Their life's ambition is to get rid of these things and, when they look like they are under threat, they are on the side of the workers. What a mealy-mouthed question to be asking this side of the chamber!

Ms Sanderson: You're on the side of getting more union members. You don't care about the people, do you?

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

The Hon. J.W. WEATHERILL: The truth is that we have, I think, a robust system of the protection of penalty rates and the rights of workers, and it is the Industrial Relations Commission.

Ms Chapman: Did he tell you before you appointed—

The SPEAKER: The deputy leader is on two warnings.

The Hon. J.W. WEATHERILL: I think it is comforting to know that the—

The Hon. J.M. Rankine interjecting:

The SPEAKER: The member for Wright is called to order.

The Hon. J.W. WEATHERILL: —industrial relations architecture of the nation actually does protect workers in circumstances where their terms and conditions have been inappropriately diluted. But let's be absolutely clear about this: there is only one party and there is only one set of institutions in civil society that fight for workers' rights—that's the trade union movement and the Labor movement—

The SPEAKER: Point of order.

The Hon. J.W. WEATHERILL: —and on this side of the chamber we stand there ready to protect them.

Ms CHAPMAN: This question was very specific—

The SPEAKER: Yes, the question was very specific and the Premier is answering it.

Ms CHAPMAN: —about—

The SPEAKER: And if the deputy leader continues she will be removed from the house under the sessional order. The Premier.

Mr Pisoni interjecting:

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

Mr Duluk interjecting:

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

Mr Gardner: Seeking the call for a question, I believe, sir.

The SPEAKER: He's not seeking leave for an interjection?

Mr Gardner: No, sir.

The SPEAKER: The member for Unley.

Mr PISONI: No, sir; that would be disorderly, surely.

APPRENTICESHIPS

Mr PISONI (Unley) (15:05): My question is to the Minister for Employment, Higher Education and Skills. What impact did the Gillard government's cuts of \$1.2 billion in apprenticeship incentives, including nine separate payments to employers to support apprentices from 2011 to 2012, have on apprenticeship training in South Australia?

The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for Higher Education and Skills) (15:05): The Gillard government, the Gillard government—

Mr Pisoni interjecting:

The SPEAKER: The member for Unley is on two warnings.

The Hon. S.E. CLOSE: We are stretching back in history a reasonable distance there. I can see if there is any analysis that can trace the Gillard approach, but what I can say is that I understand that universally the most recent government in this country, the conservative government, has hacked into support for apprenticeships and that that has had an effect across the country.

PINERY BUSHFIRES

The Hon. A. PICCOLO (Light) (15:05): My question is to the Minister for Communities and Social Inclusion. How are communities affected by the Pinery bushfire being supported to re-green areas that were destroyed?

The Hon. Z.L. BETTISON (Ramsay—Minister for Communities and Social Inclusion, Minister for Social Housing, Minister for the Status of Women, Minister for Ageing, Minister for Multicultural Affairs, Minister for Youth, Minister for Volunteers) (15:06): I thank the member for Light for his consistent support of his community in regard to this recovery that we are processing. In November 2015, the Pinery fire escalated rapidly across four local council areas in the Mid North of the state, causing major damage to over 83,000 hectares in the areas of Owen, Hamley Bridge, Wasleys, Kapunda, Freeling, Tarlee and Greenock.

The recovery operations are continuing, and we are making progress in areas where we can continue to make a difference to the affected communities. We know this is an ongoing challenge, and our efforts have shifted from immediate recovery to medium and long-term activities which are essential to the affected individuals, families, businesses and communities.

On Sunday 5 June, a special family event, called Re-greening the Fire Scar, was held at the Barossa Bushgardens, where thousands of native plants grown by community groups were given

out to affected landholders. The intention is that the native plants will be used to re-establish the shelterbelts, paddock trees and home gardens that were lost in the Pinery fire. While the major focus of the day was handing out more than 20,000 native seedlings to more than 180 landholders, there were also plenty of activities for the whole family. As well as a range of native plants for sale, there were workshops on—

Mr Knoll interjecting:

The SPEAKER: The member for Schubert is on two warnings.

The Hon. Z.L. BETTISON: I tell you what I was—

Members interjecting:

The SPEAKER: The member for Morialta is also on two warnings, and the member for Wright is now on one warning.

The Hon. Z.L. BETTISON: Mr Speaker, I am really disappointed to have this interruption, given that the member for Schubert is the local member and was not there on the day. There was an excellent range of seedlings—

The Hon. L.W.K. Bignell: You are a disgrace to your people. You are a disgrace.

The SPEAKER: The Minister for Agriculture is warned.

The Hon. Z.L. BETTISON: —native plants for sale, workshops on designing shelterbelts and using direct seeding equipment. Displays at the event were provided by the Country Fire Service, the fire recovery centre, Trees For Life, State Flora and Conservation Volunteers Australia, and a barbecue was provided free by Rotary. Let me tell you that it was cold out there. It was wet and grey and cold, but that did not stop people coming out. It did not stop volunteers coming out who had worked on this for some time.

Let me thank the people involved. It was coordinated by the Vegetation Recovery Group and supported by Natural Resources Adelaide and Mount Lofty Ranges along with Natural Resources Northern and Yorke; the Barossa, Light, Mallala and Wakefield councils; Trees For Life; Greening Australia; State Flora; Barossa Bushgardens; TAFE SA; Kersbrook Landcare Nursery; and the Gawler Environment and Heritage Association.

The SPEAKER: This is on the NRM website, minister.

The Hon. Z.L. BETTISON: Can I pay special attention to the free native plants that have been provided by community groups—Kersbrook Landcare Nursery, the Gawler Environment and Heritage Association, the Australian Plants Society, and the Quorn landcare group. Tree guards and stakes are also provided at no cost. Can I just be very clear: this was a devastating fire. Recovery is a marathon and not a sprint. I will continue to bring to this house what we are doing to support people.

The SPEAKER: Alas, the minister's time has expired. I praise the member for Schubert to the congregation at Gruenberg Lutheran Church on Sunday morning for the service he provides.

Mr Knoll: 90 per cent Liberal.

The SPEAKER: I wouldn't make any inference about their politics. Deputy Premier.

FESTIVAL PLAZA REDEVELOPMENT

Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (15:10): That's a good improvement, thank you. My question is to the Minister for Housing and Urban Development. Who actually signed the development agreement with Walker Corporation on behalf of the state government in respect of the plaza development, and will the minister now tell the house what are the variations to the key commercial terms compared to what was announced by the Premier on 13 March 2015?

The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister for Housing and Urban Development) (15:11): Can I thank the deputy leader for her question and for her supplementary straight after that. The landowner signed the agreements, and the landowner

is the Minister for the Arts. What were the variations? I am sure that will be explained in some detail to the deputy leader when she has a briefing, which I understand is booked in for Friday.

REGIONAL TOURISM

The Hon. S.W. KEY (Ashford) (15:11): My question is directed to the Minister for Tourism. How are events assisting boosting tourism numbers in the regions?

The SPEAKER: Is the Minister for Agriculture prepared?

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) (15:12): Yes, thank you very much, Mr Speaker. I thank the member for the question. Regional tourism is vitally important to South Australia. It's a sector that gives jobs not just around a factory or mine but right across the million square kilometres of this wonderful state. The government is proud to stand by regions who get festivals in their local area, and we help fund many of those. Sometimes, it's not a lot of money, but it helps.

I remember the Renmark Rose Festival last year. We gave it some money so that they could advertise across the border to bring Victorians over into South Australia to spend their money. Recently, I was up in Clare for the Gourmet Weekend, and it was a tremendous weekend, one of those great late autumn days with beautiful blue skies. I caught up with Jeffrey Grosset and went to Kilikanoon. I caught up with one of the newer and smaller winemakers up there, Don Farrell, who is doing very well with his wines. I got to sample his wines as well.

The Hon. J.J. Snelling: A Blackfriars' boy.

The Hon. L.W.K. BIGNELL: Since he has been on the Senate ticket sales have gone up. There's a lot of people buying his wines, he said.

Mr Pederick interjecting:

The SPEAKER: The member for Hammond is warned.

The Hon. L.W.K. BIGNELL: Like the Minister for Health and myself, he is a good Blackfriars' boy, an old scholar. It was terrific to see what Tania Matz from the Clare Valley wine association has done with that money and with their own know-how. We need to remember that this was the very first gourmet weekend anywhere in South Australia, and this year it was celebrating its 32nd anniversary.

Another great thing that is happening this weekend is the Fat Tyre Festival at Melrose. I know the member for Stuart is a big fan of that: he will be there. Also, the member for Stuart is a really big fan of increasing cycle tourism around the place. I think we've got a pretty good record, probably both sides here. Both sides have put good money into the Tour Down Under to bring people in. Recently, we've been putting a lot of money into the Mount Lofty Ranges to make sure that that is a mountain bike centre of excellence (Eagle Park), but there are some more tracks going on up there in cooperation with the Department of Environment and Tourism, again working together. I was really pleased to meet with Richard Bruce from the Over the Edge bike shop in Melrose. He came down to parliament a few weeks ago. The member for Stuart and I sat down with him, and the potential of what we can do is so exciting.

We know that adventure tourism is something that people are really hoping to do more and more. They do not want to just go to an area and sit passively; they want to get engaged, and some of the great areas in the world have really embraced this. It is something that we want to do, and, of course, the Flinders Ranges and Southern Flinders Ranges really lend themselves to doing that.

Of course, with the long weekend we also have the Sea and Vines festival down in my neck of the woods—McLaren Vale. That's been going for 24 years now, and I must say the new chairman of the McLaren Vale Grape, Wine and Tourism Association, the Hon. John Hill, is doing a very good job in that role as chair—

The Hon. J.J. Snelling interjecting:

The Hon. L.W.K. BIGNELL: Exactly, so he is doing a really good job. I would like to thank Jennifer Lynch as well who has come into the role running the McLaren Vale Grape, Wine and

Tourism Association. There are plenty of things on over the weekend, and they expect it will bring about \$4 million into the local economy. This is one that we haven't funded this year, but we have in previous years because we like to go around and help different events get up on their feet, or help them do a little bit more marketing.

I mentioned at the outset that regional tourism is really important. The latest international stats that were released just last week show that there were 141,000 visits from people from overseas who went into our—

Mr Knoll interjecting:

The Hon. J.M. Rankine: Sit down.

The SPEAKER: The member for Wright is warned for the second and final time. The member for Schubert did not introduce himself to me by claiming a point of order; he just began speaking. Minister.

The Hon. L.W.K. BIGNELL: He is childish, sir, absolutely childish. He gets up when people are talking about industries that benefit his area, and all he wants to do is play. He thinks he's at a Young Liberal club. It's not the Young Liberal club: this is actually a serious place. This is parliament. This is where we grow the economy, and stop interjecting on frivolous points of order, you clown!

Ministerial Statement

SA WATER

The Hon. S.E. CLOSE (Port Adelaide—Minister for Education and Child Development, Minister for Higher Education and Skills) (15:16): I table a copy of a ministerial statement, relating to water pricing, made earlier today in another place by my colleague the Hon. I.K. Hunter.

LEIGH CREEK

The Hon. J.J. SNELLING (Playford—Minister for Health, Minister for the Arts, Minister for Health Industries) (15:17): I table a copy of a ministerial statement, relating to Leigh Creek, made earlier today in another place by my colleague the Hon. K.J. Maher.

Grievance Debate

KURRALTA PARK KINDERGARTEN

Mr GARDNER (Morialta) (15:17): Today, I want to bring the attention of the house to some very important matters relating to the Kurralta Park Kindergarten that were first brought to my attention by the member for Hindmarsh, Mr Matt Williams MP, an incredibly hardworking local member. His hard work, I know, is appreciated by many of his constituents, in particular the 105 constituents associated with the Kurralta Park Kindergarten who signed a petition that was tabled prior to question time today. Those 105 constituents of Mr Matt Williams MP have asked this house to note their petition, which reads as follows:

We draw the attention of your Honourable House to the need for a 'Koala Crossing' at the location of the Kurralta Park Kindergarten at 35 Barwell Avenue, Marlestone. Approximately 70 children aged between 2 years and 5 years access the Kindergarten daily, plus many families with young children frequent the centre for a range of programs. The current part-time crossing is no longer suitable particularly given that there are many examples cited when vehicles have failed to obey the road rules associated with the current crossing.

Your petitioners therefore request that your Honourable House approve funding for the current Children's Crossing to be replaced by a 'Koala Crossing' at the Kurralta Park Kindergarten at 35 Barwell Avenue, Marlestone.

Matt Williams has brought this information and this petition to me to table in this house as the shadow minister for education because his entreaties to the government thus far—to the Minister for Education and, prior to that, the former minister for road safety (the member for Light)—went unsupported.

To put it into some context, the current crossing on Barwell Avenue at Marlestone is a part-time crossing and does not meet the needs of the kindergarten's families. There are many examples where vehicles have failed to obey basic road rules, failed to slow down or stop for pedestrians on the crossing, putting at risk the lives of children, parents and staff of the kindergarten.

Despite extensive anecdotal evidence from families and staff at Kurralta Park Kindergarten about many near-miss accidents, the state government has expressed firmly the view that no further upgrade to the crossing is required. Seventy children access the kindergarten daily. Many more families frequent the centre for a range of other programs. The kindergarten provides services, in particular, for newly migrated families who are often unfamiliar with Australian road rules. There are many examples where cars have not been adhering to the speed limit and speed down the road.

Matt Williams wrote to the member for Light when he was the minister for road safety in August 2015 and received a response from the member for Light advocating education campaigns about using the road safety crossing. In particular, the member for Light, representing the Labor government in South Australia, advocated that the kindergarten use the Elmo Stays Safe resource pack, which was delivered to childhood sites around South Australia. The government minister, as he was then, wrote:

A potentially beneficial strategy for the Kurralta Park Kindergarten may be to explore the Elmo Stays Safe resource pack and integrate the key road safety messages into the children's daily learning experiences.

Informative as that suggestion may have been, I am not sure it was useful or provided new information to the kindergarten, unfortunately. Matt Williams then made representations to the current Minister for Education and Child Development and received a response stating:

Thank you for your letter regarding road safety matters in respect of the Kurralta Park Community Kindergarten.

I understand that the Kindergarten is seeking to have the existing emu crossing replaced with a koala crossing.

I am advised that traffic management of Barwell Avenue is the responsibility of the City of West Torrens. SAPOL is the appropriate authority to enforce and regulate speed restrictions.

I encourage the Kindergarten to continue to engage with the Council on this matter and to contact SAPOL regarding the enforcement of speed restrictions.

She has passed the letter on to the City of West Torrens. This kindergarten is seeking a permanent crossing to help ensure the safety of families crossing the road to access the important services provided by the kindergarten. The state Labor government has done nothing. Matt Williams is advocating very responsibly and forcefully on behalf of his constituents. As the shadow minister for education, I am pleased to bring this information to the attention of this parliament, which should heed the message coming from Matt Williams.

LIGHT ELECTORATE

The Hon. A. PICCOLO (Light) (15:22): Today I would like to bring to the house's attention to some matters pertaining to my electorate, the electorate of Light, and to a couple of events that have occurred recently which would be of interest to the chamber. First of all, last week I had the opportunity to attend for the first time the Northern Adelaide Senior College. For members, the Northern Adelaide Senior College is a new college which replaced the old Para West re-entry school on the old Elizabeth West High School site.

That school had been built probably in the 1960s, I would say, and had reached its natural life. The college was then relocated to buildings within the TAFE site at Elizabeth. Saying they have been relocated, the buildings were gutted out and refitted, and I must confess they are very impressive—extremely impressive. I would love to be a student at that college. The college is doing extremely well. You have to remember it is a senior college. It is only for years 11 and 12 and has over 550 students enrolled there at the moment, which is quite an achievement.

The school specialises as a re-entry college for young people who have, for whatever reason, left school early and have decided to go back to complete their SACE. The focus of the college is to help students obtain their SACE, and they also do some work in partnership with both TAFE and the Northern Sound System centre. I walked around the college as a guest of the principal, Colleen Abbott; Claire Blunt, the assistant principal; Anne Sim, the deputy principal; and also the governing council deputy chair, Braden, and another member of the governing council, Brad. The latter two of those are students at the college.

What impressed me about the college, apart from the actual premises themselves, which are really great, is that it has more of a flavour or feeling of a university campus than a school, which is probably ideal because these are young people who have left mainstream schooling and did not fit into normal school arrangements for whatever reason.

Importantly, this college is re-engaging young people into education. It is helping them to get their SACE and, hopefully, get them into either further education through TAFE, university, employment or an apprenticeship. I had the opportunity to talk to some of the students around the college, and they were extremely complimentary of the leadership of the college. In fact, a few of them said that if it were not for the leadership they probably would not be at that college. The quality of staff at that college is extremely highly regarded by the students.

The school provides a re-entry program, and students who perhaps once were FLO students have come back into what you might call a mainstream college. Also, importantly, it runs a program for young mums. The young mums program is designed to help young women who have left school early because they had a child. They provide a creche and other supporting facilities, which means these young mums are back at school learning. This is very important not only for their own independence but also for the next generation because their children are learning at the creche and also at the college through the childcare facilities available there.

The college also provides an English as a second language program. I had an opportunity to sit in on a class with students from right across the world. What impressed me about the students was what their goals are for life. They have set their goals really high, which is great. These are young people who have either migrated to Australia with their families, or younger people who have come here as refugees. These young people will make an enormous contribution to our community, and it is great to see them. They also run an Aboriginal program. In conjunction with the Northern Sound centre, they run a very high level music and performance program.

As I said, I was blown away by the college on my first visit, and I would like to commend not only all those people involved in establishing the college but also the current leadership and students for their great work. I think it is very important to understand that this college serves quite a large area. It serves people from Mawson Lakes to the Barossa area. There are a wide range of students who, if it were not for this college, would not be learning. So, they are in a situation where they are learning and, hopefully, will be earning an income in the future.

Time expired.

EMERGENCY SERVICES VOLUNTEERS

Dr McFETRIDGE (Morphett) (15:27): The role and dedication and sacrifice of our CFS and SES volunteers are things I think every member in this place appreciates. We should always value our volunteers. The weather forecast for tomorrow is for very wet, windy weather again, and it will see our volunteers and, I should say, our paid fire service, the MFS fireys, out doing what they do—that is, making South Australia a safer place and the lives of South Australians better for it.

The need to make sure that we do value our volunteers was really brought home to me recently when there were some significant weather events and there were some delays in responses by some of our volunteers. I criticised those delays in responses not as a critique of the volunteers; in fact, nothing could be further from the truth, as I value our volunteers and the way they do what they do—that is, leave their families, leave their jobs, and take time day or night to serve the people of South Australia and to do so very willingly. The last thing I would ever do would be to criticise their dedication.

However, I am very concerned about the way our computer-aided dispatch system, SACAD (South Australia Computer Aided Dispatch system), responds for our volunteers and, in fact, for all our emergency services. In 2007, an MOU was signed by the three chief officers of the MFS, CFS and SES to provide the closest, fastest and most appropriate response. To make sure that that response was going to be put in place, SACAD was to be adjusted if we found that that was not happening.

A couple of weeks ago, there was a huge weather event. Over 1,000 calls came into the Adelaide fire and SES phone lines, and so the volunteers were inundated with calls that, in some

cases, had to be prioritised, had to be stacked. But when volunteers, particularly SES volunteers, are driving past three or four CFS stations to do a job which CFS volunteers are more than willing, trained and able to do, then that seems to me an abuse of volunteer time.

I have had a couple of occasions recently when I have responded as a CFS volunteer along with SES volunteers and known that the SES volunteers, because of their location, would take longer to get to the incident which they did not really need to come to because it was a relatively straightforward incident and which could have been handled by the CFS and did not need the specialist skills that the SES are trained to use.

Can I just praise the SES, combining with the CFS, down at Yankalilla the other day for getting a pony out of a well. Specialist animal rescue skills were used, and it was certainly a fantastic result. However, when volunteers are travelling for many kilometres—which involves a long time away from home, away from their families and away from their jobs, in the middle of night so that when they do get up to go to work the next day they are tired—to me that is wrong. It is about making sure that the closest, fastest and most appropriate response is the one that is used.

The people who are in distress, the people who make the phone calls, do not care what colour the truck is or what colour the uniform is: they want the help. So, the SES then is triaging calls, prioritising calls, and then SES members, volunteers, are willingly—not begrudgingly but very willingly—going out and doing call after call, when they could have that load shared by other emergency services (the MFS and particularly the CFS in the Hills areas), such as the CFS and those volunteers would not then be so exhausted.

I have heard reports of SES volunteers turning up to a job absolutely dead on their feet because they have been working their backsides off. We should recognise the fact that these young men and women—some of them not so young—will not give up. They will keep going. They will keep doing their job to the best of their ability. So, we must value them. We must share that load. We must give the closest, fastest, most appropriate response not only to the caller but also to the volunteers so that they can stay home with their families, stay rested and go to work.

The people who employ these volunteers can also not have to compensate for that volunteer time so much. We need to value our volunteers. Our volunteers give so much. They sacrifice so much—family time, work time and life experience time. They just need to be valued by this government. I know that we do that, but we need to make sure that in this particular case we are using a despatch system, a call prioritising system, that does recognise that a load-sharing regime can be put in place that is working better than the one now.

It is not SACAD; it is information going into SACAD. So, let's make sure that those changes that were signed off in 2007 are put in place and that we value our volunteers.

Time expired.

The DEPUTY SPEAKER: The member's time has expired. The member for Wright.

GOUT, MR HENDRIK

The Hon. J.M. RANKINE (Wright) (15:32): Hendrik Gout has done it again. This great investigative reporter has uncovered trouble in the house—not this house, but clearly it is about who gets to challenge to come into this house. The trouble at the moment is about a couple of councillors on Tea Tree Gully council—one a Liberal Party member, one a former Liberal member (and they are besties)—trying to muddy up another Liberal councillor to try to reduce the numbers of those who might be seeking preselection. We all know that there are no depths to which Hendrik Gout will not stoop.

Hendrik was, of course, a Liberal Party staffer until he was sacked, but loyal to some he remains. So, Hendrik pursues and harasses a Liberal councillor until he agrees to be interviewed over claims for child care. He was concerned that his family would continue to be harassed, and I have no doubt that was the sense they felt as Hendrik was banging on their front door. My understanding is that elected members are entitled to childcare costs when attending council meetings and workshops. Indeed, it is particularly important for women on council and, when I was minister for local government, I worked hard to encourage more women to stand for council, but it is not unreasonable for young fathers to also require assistance.

I am not in a position to validate or otherwise the childcare costs that were the subject of Hendrik Gout's story. However, he did say that they were validated. I would expect, however, that council administration would ensure they were proper. But why did Hendrik not mention the childcare costs of councillor Luethen-Soper in his story? She has a young son and has made similar claims for costs since her election, but no mention of this. There was no mention of the nearly \$2,000 in costs incurred by ratepayers for Councillor Paula Luethen-Soper to attend the Australian Local Government Association national conference when council was already being represented by the mayor and the chief executive, and no mention of any other councillors in any other councils who have required childcare costs to be met.

So, clearly, there is trouble in the house. Liberal Party member Paula Luethen-Soper, keen to be preselected as the Liberal candidate for Wright (and I have to say, I wish her well in this endeavour) is no doubt aided by her fellow Golden Grove councillors: ex-Labor Party member, ex-SA First candidate, ex-Liberal Party member, Paul Barbaro—and to be clear, that was the CV of one person—and the on-again off-again former Labor Party members Bernie and Sandy Keane.

We know there have been problems in the past with the preselections for Wright, and I will have delight in detailing more of that at a later date, but here we have another Gout special undertaken, no doubt, at the direction of the member for Unley. You see, Paula Luethen-Soper is his girl in this preselection race, and I recommend you watch this space. The gang of four on Tea Tree Gully council have been so adept at local politics they have forged an alliance of Labor and Liberal councillors so, no doubt, a few more of the Liberal councillors on Tea Tree Gully council can look forward to similar treatment.

Paula Luethen-Soper and her band of happy helpers would be much better off fighting for the people of Golden Grove who elected them to council than trying to besmirch her Liberal colleagues on council. I spoke last sitting week about their collective ineptitude in allowing moneys allocated to Golden Grove for our roads, our parks and our gardens to be transferred to other areas within council. They voted for it unanimously. There was not a peep from any of them. I know members are keen to be updated on Castle Eaton Reserve and the remaining horse's head, courtesy of Paula Luethen-Soper.

The mayor—not any of our councillors, as Paula Luethen-Soper has defended the destruction of the play sculptures and Bernie Keane has been mute about them—has requested a report be put to council, so I am hopeful that at the next council meeting we will see the agreement to replace the sculptures. If that happens, it will be thanks to Mayor Kevin Knight, not the four Golden Grove councillors. I will keep the house—this house, not the troubled Liberal house—updated. I know you wait anxiously, like watching for the clock to arrive at 4.30 for the next episode of *The Bold and the Beautiful*. Instead, it is Pusillanimous and the Pitiful.

MITCHELL ELECTORATE COMMUNITY AWARDS

Mr WINGARD (Mitchell) (15:37): I rise today to continue my remarks about my community recognition awards. The fourth award winner is Neela Sivakumaran. Neela came to Australia in 2009 as a refugee. She is a young leader, mentor and well-respected member of the Tamil community in South Australia. She attended Seaview High School and excelled in her studies. She was accepted into Flinders University to study medical science.

Over the past five years, she has worked voluntarily for the Ceylon Tamil Association, sacrificing her weekends to help the community however she can. Some of her work includes teaching English, providing translating services, writing their newsletter, being a mentor to the youth group and providing English language services for the day-to-day issues associated with finding your way in a new country, such as negotiating rent agreements, getting medical assistance and paying your general household bills.

Neela gives back to the community at every opportunity and is a wonderful young leader and role model to those around her. She has led an extraordinary life for a young person, and what she is doing to help her community is absolutely outstanding. It is great to recognise her on this occasion. I would also like to acknowledge community member, Heather Watt, who nominated Neela. Heather responded to the application in my newsletter, and she felt that Neela was so worthy she put in the application which was received and greatly appreciated.

The fifth and final community award winner is Marie Sheridan. Marie is a very talented local artist in our area. She exhibits a variety of works and mediums at the Marion Cultural Centre on a regular basis. She shares her knowledge and skills at the Cooina Neighbourhood Centre where she teaches china painting, and at the Porcelain Art Centre in Norwood.

I recently went to the Cooina Neighbourhood Centre to see Marie in action. It was outstanding to see her wonderful work and the way she worked so calmly and cohesively with members of the community as she taught them the very intricate method of porcelain art painting. It was admirable to see the way she worked with her students, and the way in which they respected and appreciated the wonderful energy she gave them, and the teachings that she passed on with her incredible skills.

Marie is President of the Australasian Porcelain Art Teachers association (APAT). She is also an awesome, caring and loving grandmother to three grandkids. She often collects her two younger grandchildren after school and looks after them until their parents get home. Marie is another great member of our community who is doing wonderful things to help others, and she does it in such a special way, without any fuss or recognition. Having seen her in action, it is a real credit to her and a great acquisition to our community to have Marie doing the work she does. I would like to thank her again, as the fifth recipient of the community awards we held a few weeks ago.

Finally, I would also like to thank my staff, who did a marvellous job helping pull the night together. I mentioned my family, but my staff were outstanding—in particular, Emma Andrew and Allison Mildren. As I previously mentioned, it was held at Patrilli Wines, and I thank them and their team for doing a wonderful job as well. It turned out to be the very last day on the job in my office for my trainee, Jasmine Pollock, and I would like to recognise her work.

Jasmine was with us for about 12 months and she was outstanding. She graduated from Hallett Cove School R-12 a few years ago, and she joined our team. Jasmine came in inquisitive from day one, questioning and with a keen interest to learn about our community, and about working in administration in our office. She took every challenge as an opportunity. At the end of her traineeship, it was evident to see how much she had learned and applied from her TAFE studies within her role in our office.

I am very proud of Jasmine's progress and of the way she took advantage of the traineeship opportunities and secured full-time employment in the private sector as a result—many congratulations to her. Jasmine was always a friendly, helpful and welcoming to constituents in the office, and I am very thankful for the work she did to assist so many people who sought my help. Jasmine had a great eye for creativity and for thinking outside the square, which will no doubt continue to be an asset for her in future endeavours.

I see the traineeship as a two-way street; as much as Jasmine has been able to benefit from the experience, she has also benefited and taught me and my office staff a lot as well. She has left her mark. I would sincerely like to thank her for her contribution and for being such a friendly staff member, and I wish her the very best in her future endeavours.

EDUCATION SECTOR

The Hon. P. CAICA (Colton) (15:42): I have spoken many times about how blessed my community and I are to have so many outstanding schools, both primary and secondary, as well as brilliant preschools and kindergartens, located in the electorate of Colton. These schools and early childhood development centres are shining beacons in the Colton electorate. They are also occupied not only by students, of course, but by many excellent teachers and support staff, all of whom are absolutely dedicated to the educational advancement of their charges and also, importantly, to the social development and wellbeing of their students.

I suspect that if you ask most people, 'Who has had a great influence over your life?' many will of course say their parents, but I suspect many others will cite a teacher or teachers they had when they were at school. This is certainly the case for me. Bearing in mind that I finished primary school 47 years ago and high school 41 years ago, I can still reel off the names of more than a handful of outstanding teachers who I know played a significant role in making me the person I am today.

I am not sure that these teachers would necessarily be too happy to learn this is the case; but, my point is this: the role of a schoolteacher and the influence that a teacher can have on a student can travel with you for your entire life. It is not just the educational aspect of a teacher's role. While education is the primary function, the teacher's role is also as an educator in life skills and attitudes which ensure that a person transitions from a student to adulthood, with attitudes and outlooks that will stay with you for your entire life.

Today, I want to express my gratitude to the tens of thousands of teachers and educational support staff in South Australia who undertake work in their field that is creating a significant foundation block in measuring the success or otherwise of communities now and into the future. It is impossible to understate the significance of the role of our teachers. It is important to recognise the influence that teachers have and have had in our lives and on our lives.

Deputy Speaker, I know you probably know the answer to this, but what is a single constant throughout our lives? As far as I am concerned, we are at a stage where we are going to go to school, we are at school, we have all been to school, we have children who might be at school, we have grandchildren at school. Beyond family, in the general sense, there is no greater influence on our lives than the role that schools and the teachers who occupy those schools have played.

I am inspired by the role that teachers play and the work they do. I want to channel the Minister for Education for a second here as well, in her very good contribution during question time today. I am also inspired by the students that I meet at our schools. When you go to Henley Beach Primary School, for example, and see two reception students hosting the assembly, it is amazing. In our day, unless you were the school captain, you never got anywhere near a microphone or got to speak, but what they are doing now is absolutely amazing. I am inspired by those students that I meet at primary schools and high schools, and the role models that they are and will become into the future.

In some quarters, it has been fashionable for some in our community to downplay or not recognise or even criticise our teaching fraternity. This is not only unfair, it is an attitude and an opinion not based in fact. It might well be that, whilst it has been a constant in our life, it is something that we always have an opinion about too. There are so many people who think that they know how to best educate their children, so that might have something to do with it as well.

Some of you would be aware that my wife, Annabel, is a teacher specialising in languages at the primary school level. To me, she epitomises the profession: hardworking, dedicated and committed to her job and the students she teaches. I believe this to be the case for the significant majority of teachers and educational support staff. That is not to say that there are not duds around. You cannot have a workforce the size of the teaching profession that does not include some who do not work to the standard expected. We have a workforce of 47 here in this chamber and I can tell you that, over the last 14 years, amongst the 47, there has been the odd dud or two in this place as well.

Today, I want to again thank and congratulate the teachers, support staff, principals and directors of Henley High School, St Michael's College, Fulham Gardens Primary School, Fulham North Primary School, Grange Primary School, Henley Beach Primary School, Kidman Park Primary School, Seaton Park Primary School, St Francis School, Star of the Sea School, Barbara Kiker Memorial Kindergarten, Elizabeth O'Grady Kindergarten, Fulham Park Preschool Kindergarten, Henley Community Kindergarten—indeed, all schools in South Australia and the teachers that do an outstanding job.

Parliamentary Committees

SELECT COMMITTEE ON JUMPS RACING

The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister for Housing and Urban Development) (15:48): I move:

That the time for bringing up the report of the committee be extended to Wednesday 30 November 2016.

Motion carried.

*Bills***JUDICIAL ADMINISTRATION (AUXILIARY APPOINTMENTS AND POWERS) (QUALIFICATION FOR APPOINTMENT) AMENDMENT BILL***Second Reading*

Adjourned debate on second reading.

(Continued from 18 May 2016.)

Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (15:48): It is with pleasure that I address the question of the Judicial Administration (Auxiliary Appointments and Powers) (Qualification for Appointment) Amendment Bill 2016. The opposition will not be supporting this bill. It is the view of the opposition that unless a cogent case is put to the parliament to extend the appointments of auxiliary judges in South Australia, and unless that is presented to us, then there is no published justification for progressing this bill.

Furthermore, to ask the parliament to give the Attorney-General the exclusive role of being able to appoint any person he likes anywhere in the world to be a judge in South Australia is completely unacceptable, and I am stunned that the cabinet would even consider approving the advance of a bill with that generous and irresponsible breadth of power to the Attorney.

Let's consider what we are being asked to do. Under the current law in South Australia, like other jurisdictions in Australia from time to time we need to have appointments of judges from outside of South Australia. The need to do that is common, as is the sharing of judges around the country, and New Zealand when called upon. It happens, for example, when there is a conflict of interest identified in respect of current judges in our courts.

For example, as occurred recently, there was litigation involving allegations against pretty much the world, but included judges, attorneys-general, former attorneys-general and very senior legal people across the state. Obviously, it was not appropriate that a local judge hear the matter, because the bevy of alleged people who had acted in the matter were either well known to the judges and/or their counsel, had been involved in the case, etc. In that instance, they brought in an auxiliary judge, appointed from Western Australia, who is undertaking that role.

We have a Judicial Administration (Auxiliary Appointments and Powers) Act, which was established in 1988. What the opposition observed in the brief contribution by the Attorney-General in presenting this bill is that he confined his reasons to the following:

It will permit, a judicial officer from another jurisdiction with particular expertise, perhaps of a technical nature, to be appointed to hear a case that would significantly benefit from that expertise.

That is reason No. 1, and reason No. 2 is:

It is intended that this may facilitate judicial 'exchanges' in appropriate circumstances. It will enable the judiciary to draw on the experience and expertise of international colleagues. This in turn may assist to improve processes and procedures, or substantive outcomes.

That is it. That is the singular basis upon which the Attorney has had the decency to tell the parliament about why it is necessary for him to have the power to appoint judges in other jurisdictions outside of Australia and New Zealand. That is what he has presented to us, but that is simply not enough.

I ask the question, and I think all members of the chamber should ask the question: is there a demand? Have we used up all the other judges in other jurisdictions who are familiar with our practices and procedures, and of course our laws? Secondly, have we got a shortage of judges in South Australia to undertake the work? The answer to that is probably yes, but that has not set any precedent for bringing in interstate judges to do outstanding work. Thirdly, would they come to South Australia anyway? I will come back to that point in a moment. Fourthly, what will be the cost?

Let me address the first point: do we have a shortage of judges in South Australia? Yes, we do. We are down in superior court jurisdictions and we have a waiting list in the District Court for criminal trials which extends into years. I think it is fair to say that the operation of the court is significantly under pressure.

Have we run out of judges from interstate? Surprisingly, members may note that, on inquiry, we have made only two appointments outside of South Australia in the last five years, and they have been to the Supreme Court. None of them has come from New Zealand. Furthermore, they have come at a cost most recently identified as \$3,880.50 per week. We have not done an exchange, as has been identified by the Attorney as being of some benefit to South Australia. In answering the other question, which is raised directly from the Attorney's statement about a judicial officer from another jurisdiction with a particular expertise, perhaps of a technical nature, I have absolutely no idea what he means by that.

He ought to be explicit to the parliament. If there is some deficiency in the judges we have, either in their capacity or area of expertise, if we have been unable to progress a case in South Australia because one of our judges is not sufficiently expert in a technical area, then we should know about it. We should identify if there is a deficiency in the intellect or area of expertise or experience in the breadth of the judiciary. Certainly we should know about it, because if there is such a deficiency then the government needs to ask itself the question, 'What have we done in appointing all the judges we have down there now?'

I think everyone except Justice Vanstone (who was appointed by the former attorney-general in this government), from the District Court to the Supreme Court, every single other judge has been appointed by the Labor government, by the Rann/Weatherill governments, by the attorneys-general Atkinson and Rau, so I think as a parliament we need to ask ourselves questions. If we have a problem—allegedly—in the lack of expertise in the judiciary, then they need to ask themselves some very pressing questions because they are their appointments.

In fact, what they need to do is come to us and tell us what we are missing. What is it that we need, to bring in a judge that can be picked by the Attorney-General and brought to South Australia to be able to do their work, that is apparently deficient or that will benefit South Australia? Either way I think we need some answers from the government.

In respect of, 'Will they come?', probably not. If a judge from Mozambique were invited by the Attorney-General to come and provide the particular expertise that he or she could offer, and they googled South Australian courts, what would they find? They would find the Supreme Court of South Australia in an iconic building that is crumbling; buckets in chambers, dripping courtrooms, the place in decay, the worst courts in Australia. Do you think they would want to come here? Not likely.

So I raise this question: why would we even have the temerity to ask judges of other superior courts in the world to come to our courts and insult them with the premises in which we expect our current judiciary to work? What will the cost be? The Attorney-General has not told us anything, except that he penned me a letter yesterday to tell me that the last judge we brought in was from interstate at a cost of nearly \$4,000 a week. Members might know that they cannot get access to our judicial pension system as the current act prohibits that, and there is nothing I have seen this bill that changes it.

The real question raised is: why is the government doing this? I can only think that this is the new judges' junket bill, because the penultimate paragraph of this bill highlights and talks about the opportunity to do exchanges. It does not surprise me that there has been an indication of support, apparently, from the Chief Justice of the Supreme Court for this initiative of the government; it does not surprise me at all.

The Hon. J.R. Rau: It's his idea.

Ms CHAPMAN: The Attorney-General calls out, 'It's his idea.' I am informed that it was not his idea, but I will come to that in a moment.

The Hon. J.R. Rau interjecting:

Ms CHAPMAN: Yes, well, you can present that if you like, but I will come to you with another circuitous route upon which this comes to the parliament. The Attorney-General's presentation to us is to say that this bill is intended to facilitate judicial exchanges in appropriate circumstances. We do not get any more detail about this. We have to dig down and try to find out for ourselves what might have prompted this initiative. What is the opportunity, what is the basis upon which we draw from the

experience and expertise of international colleagues that is so lacking in what we have here that we need to exchange with others?

I think there is, firstly, the indecency of the Attorney bringing this bill asking us to support a bill that is so bereft of detail and justification, other than the fact that we think it is a way that he can give judges a travel allowance they currently do not have. Judges in South Australia are very poorly dealt with, I suggest. Not only do they have a vacancy sitting next to them in the superior courts but also, compared with other judges of supreme courts and appeal courts, for example in New South Wales or at the federal level, they have a pretty lousy deal when it comes to having an opportunity to attend international conferences and the like. To me, this is the backdoor way of giving judges a holiday in Mauritius. That is what this is about.

It is one way the Attorney-General can say to them, 'Well, listen, I'm going to give you a good deal here. I'll be able to set up some exchanges. You can do what you like in relation to that.' We all know what the Attorney-General's real agenda here is: he wants to restructure the courts in South Australia. He wants to slash and burn through the District Court, and he wants to set up a new regime. He is going to have to give a few sweeteners to the judges on the way through before he sets up his new trial court and appeal court in this state.

He may have some good initiatives, but I am yet to see them. He may have some good initiatives in relation to restructuring. Our courts are haemorrhaging. We are willing to look at any worthy proposal, but this has just been thrown together and presented to the Attorney-General. He has snapped it up as a way of filling this week's legislative agenda, but he puts us all at risk. Let me give you two examples of that; one is that nowhere in the bill is there any recognition of or restriction on which country these judges would come from. At the very least, a responsible Attorney-General in floating this initiative, unique in Australia, to our parliament for consideration—

The Hon. J.R. Rau: It's innovative.

Ms CHAPMAN: I would not call it innovative: I would call it a light bulb idea he has rushed into this place without proper preparation and certainly without a case to justify an exchange with any jurisdiction outside Australia, other than with New Zealand, which is the current regime.

Firstly, there is no restriction on the countries. Would it not be reasonable at the very least that this bill include a provision that a judge from another jurisdiction would have to come from a country that is a signatory under the Commonwealth of Nations, a signatory to the charter of the commonwealth with Her Majesty Queen Elizabeth II? Would that not be a fundamental prerequisite for bringing a judge to South Australia?

They would have signed a charter and made a commitment to a number of important principles, including, most importantly in relation to this area, the role of good governance, the rule of law and, of course, the separation of powers. There is a myriad of others that are important, but for the purposes of having a commitment we would want to know that the judges who have been appointed in other jurisdictions, who are going to spend up to 12 months in South Australia hearing our cases, at least come from a country that is a signatory to that charter. That would have to be the very minimum.

The second aspect is that we need to have some understanding of the rules about the exchange of judges. Let's assume for the moment that a meritorious case was presented to us by a country which had a similar court structure and common law base and which was operating in a commonwealth country environment. Let's assume that country was able to sit down and present to us a case for an academic exchange for continuing professional development of judges, mediators, arbitrators and so on and present a case where we could sit down and work out the financial arrangements of the exchange, what cases they were going to hear and the nature of work that was going to be undertaken, particularly if they had any academic role while they were present.

Let's assume that there is a country out there from which we would actually welcome that exchange. This parliament needs to have some clue about who it is. We need to have some information presented to us and not just come in here and say, 'Look, whoever the prescribed person is in the prescribed jurisdiction, which is determined by the Attorney-General, he will make that decision. He will sort that out with the Chief Justice. The fees will be sorted out, and we do not need to know anything about it.' That is totally unacceptable to our side of the house.

If there is a cogent case, put it to us. One idea that has been presented by the President of the Australian Bar Association, Patrick O'Sullivan QC, who I understand has spoken to the Chief Justice, Mr Kourakis, about this initiative—'innovative' as it is called by the Attorney—was to consider some further formal exchange of academic professional development and even judicial interaction with Singapore. Singapore is a member of the Commonwealth of Nations. Obviously, it is proximate to the north of Australia. It is a country I have visited, as I am sure have other members of the house.

Some would know that the Chief Justice of the Supreme Court of Singapore has attended legal conferences in Adelaide because he is a former scholar and graduate of the University of Adelaide. We are proud of that contribution, and I am sure that the Attorney-General and other members would be familiar with the very significant amount of interaction we have between our universities and those from Singapore who choose to come to Adelaide for their higher education and, obviously, for our high learning skills.

We have significant interaction with Singapore. It is strategically placed in the Asian region, and the interaction that already exists between Australia—not just South Australia—and Singapore is significant. If a cogent case were put to us that it would be of benefit for a judge here and a judge in Singapore to exchange, and for that judge to undertake work in South Australia, and a number of prerequisites were met—including financial arrangements, what cases would be heard and what cases would not be heard, whether there would be an academic circuit, etc.—we would have a look at it. There is no question about that.

We do not need to change the auxiliary judges legislation and give the Attorney-General some sort of carte blanche to send South Australian judges off into the world, or bring in other judges from outside, from anywhere in the world. That is just completely unacceptable. It is quite insulting to us as a parliament that he should think that we would even consider legislation that was so vague and without any meritorious argument being presented to us.

Let's go back to Mr O'Sullivan's idea that we look at somewhere such as Singapore, which already has established an academic and, as I understand it, continuing professional development liaison with the legal fraternity, and that is great. Mr O'Sullivan happens to be a South Australian and, as I say, he is the President of the Australian Bar Association. Let's work through that and see whether there is an opportunity for judges to meet. They may not necessarily have to be auxiliary judges. It may be that a sufficiently meritorious case would be presented to us that the government were persuaded to share the exchange of judicial education of members of our judiciary without their actually hearing cases and having to be briefed on all the protocol of the practices of the South Australian jurisdiction.

At this stage, can I say that on the face of it all this is the opportunity for the Attorney-General to provide a junket for judges, which is disclosed partially in the penultimate paragraph of his brief second reading contribution. It is without any protection, it is not in the act, and it is not acceptable to the opposition.

Certainly, from the information that has been provided to us, there is no demand. There is no shortage of judges in other jurisdictions. I do not know whether we have had anybody come from New Zealand, but we already have law that allows for that. I am not satisfied that they would come anyway and want to do an exchange with our disgraceful court structure.

Finally, we need to have the issues of cost presented to us and the absolute minimum protection that, if we have other people come into our jurisdiction, for whatever argued reason, they come from a country that has a legal system that respects the same principles and standards we do and that is a signatory to the commonwealth. If the Attorney-General wants to give some serious thought to a sensible proposal, we will look at it, but this is neither sensible nor acceptable.

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (16:10): I want to say a few things, but first of all I thank the deputy leader for her contribution. This does not often happen, but today she has missed the target somewhat. I

will ask you a question, Madam Acting Speaker, and the answer to my question is probably the answer to the deputy leader's questions.

Pay attention, please, because this question is important. What do the following things have in common: (1) the small town of Roswell; (2) Area 51; (3) the moon landing, filmed at Universal Studios; (4) John Lennon and Elvis alive and living on Kangaroo Island; (5) one world government; and (6) we are all being attacked by vapour trails from aeroplanes?

What do all those things have in common? I will tell you: they have as much cogency and validity as every proposition put by the Deputy Leader of the Opposition. The conspiracy theory bubbling away underneath this is breathtaking. It is really simple. I am going to read a letter from a man whose name is the Hon. Chris Kourakis. This man on his letterhead discloses himself to be the Chief Justice of South Australia.

The Hon. P. Caica: And he is.

The Hon. J.R. RAU: And he is. This letter is dated 2 March 2016—that is, this very year—and it does demonstrate how quickly we move when we are trying to do good works. It is addressed to me in my official capacity.

The ACTING SPEAKER (Ms Hildyard): Is that really you?

The Hon. J.R. RAU: It is not me personally. It means me as a thought. It says:

Dear Mr Attorney

Judicial Administration (Auxiliary Appointments and Powers) Act 1998 (SA)

In recent discussions with the South Australian Bar Association—

I insert here—quite possibly including Mr O'Sullivan. I am not sure; it does not say—

the question of forging closer judicial ties with Singapore has arisen. The Bar has suggested that there may an exchange of prosecutors, judges' associates and judges.

The bar has suggested it—not me, the bar.

The Hon. P. Caica: They come to you.

The Hon. J.R. RAU: Exactly. They come to me with their good ideas, which are then turned into conspiratorial ideas by me, which I am forcing them to do because I somehow want to bring people from Pyongyang here to sit in criminal trials. It is just absurd. Anyway, let's get back to the story. His Honour goes on:

I support that proposal. I was in Singapore to speak at a conference on the International Framework for Court Excellence in January 2016. I also sat briefly in a Court of Appeal hearing [in Singapore].

In Singapore—he does not say that, but it is implied when you read the words. He continues:

I met with Chief Justice—

And I hope I am pronouncing this right—

Chief Justice Sundaresh Menon and Justice Lee Seiu Kin. I was impressed with the standard of the judiciary.

I ask—

Here it is not, 'Okay, you can do what you ask me,' it is:

I ask that you—

That is him asking me. I hope this is not getting too confusing. When he uses the word 'you', he means me, and when he uses the word 'I' he means him. So:

I ask that you consider an amendment to the Judicial Administration (Auxiliary Appointments and Powers) Act 1988 (SA) to add to the persons eligible to be appointed an auxiliary judge, a judge or justice of any prescribed court—

Any prescribed court—

That would then allow international courts to be prescribed for the purpose of having their judges appointed auxiliary judges in this jurisdiction depending on the circumstances and on arrangements which are made with the Courts of those other jurisdictions.

Yours sincerely

The Honourable Chris Kourakis

Chief Justice of South Australia.

Reading between the lines a bit, and I am not descending into the moon landing and Elvis and stuff, what has happened is that the chief has gone up there and met with his counterpart in Singapore. They have had a chat about how they can do things, which might be more cooperative and whatever, and he has had a chat with Mr O'Sullivan, who is right into the same idea; he wants to have barristers going up there and prosecutors coming down here. They are all very excited about this.

He decides he will go to print and ask me, as Attorney-General, to give him the opportunity for that to happen. So I come in here doing nothing more or less than he has asked me to do. That's it. Not for my own reasons, not because, as I said, I want anyone from Pyongyang sitting in our criminal courts, not for that reason, no, but because I am simply doing what I have been asked to do by the Chief Justice.

If those opposite do not want to accommodate the Chief Justice, that is a matter for them. I am simply here transmitting a message from the judiciary to the parliament which says, 'Hello parliament, we would like to do this, can you help us?' I am saying that as far as I am concerned, 'Yes, I'm okay with that. Here's the bill. I'm okay.' The response is this sort of conspiratorial thing about, 'I've got a secret plan to do this, and I'm about to bring people here from Mozambique.'

The Hon. P. Caica: Perched upon the grassy knoll.

The Hon. J.R. RAU: There's another one, the grassy knoll! I forgot that before and did not mention the grassy knoll. I omitted the grassy knoll from my original six. There should have been seven, I should have kept the grassy knoll in.

The DEPUTY SPEAKER: Is there more than one? Is this the one in America or another one?

The Hon. J.R. RAU: The one in Dallas. So that really is the position, that is the sum total of it. There is nothing to see here, 'Nothing to see here, officer,' nothing funny is going on. All hands are on the table. I have read the letter that commenced what is now the bill before the place. There is nothing more or less to it than that. I can assure members that the Chief Justice is not the sort of chap who would be hoodwinked by me into writing me a letter asking me to do something I told him to ask me to do. He is not that kind of chap.

So, it is what it is. If the opposition doubt what I am telling them, I will supply them with a copy of this letter, of course, and I invite them to have a chat with the Chief Justice and see whether somehow I gave him a Mogadon or a Quaalude or some other form of something that made him behave unusually to force him to write this letter, but I can assure you that I did not. This letter came to me just in the ordinary course of the post, and here it is. And so here I am. I am just bringing it forward.

If those opposite do not want to support it, that is okay. I am not going to become agitated about that. It is an opportunity lost, I guess, but it is an opportunity that they are happy to lose on behalf of the courts, and, it is what it is. I would ask them to reflect on it though a bit more. And for what it is worth, as I said again, because this was not even my idea in the first place, the notion that I am trying to bring people here from Mozambique, Pyongyang, Hanoi or somewhere else is fanciful and it has got nothing whatsoever to do with this.

It is as simple as this: I got a letter from the Chief Justice. I have read the letter. I thought, 'Well, okay, let's try to help the chief,' and I have prepared a bill (which is a pretty simple little bill), which does just what the chief has asked. I have brought it here. I hope it passes, but I am not here doing my own business. I am here as an emissary of the court. That is it.

The house divided on the second reading:

Ayes	23
Noes	19
Majority	4

AYES

Bedford, F.E.	Bettison, Z.L.	Bignell, L.W.K.
Brock, G.G.	Caica, P.	Close, S.E.
Cook, N.F.	Digance, A.F.C. (teller)	Gee, J.P.
Hamilton-Smith, M.L.J.	Hildyard, K.	Hughes, E.J.
Kenyon, T.R.	Key, S.W.	Mullighan, S.C.
Odenwalder, L.K.	Piccolo, A.	Rankine, J.M.
Rau, J.R.	Snelling, J.J.	Vlahos, L.A.
Weatherill, J.W.	Wortley, D.	

NOES

Bell, T.S.	Chapman, V.A. (teller)	Duluk, S.
Gardner, J.A.W.	Goldsworthy, R.M.	Griffiths, S.P.
Knoll, S.K.	Marshall, S.S.	Pederick, A.S.
Pengilly, M.R.	Pisoni, D.G.	Redmond, I.M.
Sanderson, R.	Tarzia, V.A.	Treloar, P.A.
van Holst Pellekaan, D.C.	Whetstone, T.J.	Williams, M.R.
Wingard, C.		

PAIRS

Koutsantonis, A.	Speirs, D.	Picton, C.J.
McFetridge, D.		

Second reading thus carried.

Third Reading

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (16:26): I move:

That this bill be now read a third time.

Bill read a third time and passed.

NOTARIES PUBLIC BILL*Second Reading*

Adjourned debate on second reading.

(Continued from 18 May 2016.)

Ms CHAPMAN (Bragg—Deputy Leader of the Opposition) (16:27): I rise to indicate that the opposition will be supporting the Notaries Public Bill 2016. It has been about 12 years in the gestation. The former attorney-general did not want to advance it. The current Attorney-General moved at glacial pace in even considering it.

Essentially, this bill codifies a practice in respect of the appointment, dismissal and general regulation of those who practise as notaries public—fine work that some 60 or so in South Australia undertake. It is a formalising of process which had been first presented to me some years ago by John Harley, who was a very strong and consistent advocate for the need to regulate this area of professional practice. We agree with it. More recently, Marcus La Vincente, as president, and Roy Hasda, as a member of the Notaries' Society of South Australia, provided helpful advice in respect of the progress of this bill.

I am disappointed that it is going to cost quite a lot of money to make an application for a notary public to the Supreme Court, which will still require a Supreme Court application with supporting affidavit. The application fee will be well over \$2,000, whereas for a general legal practitioner's application it is some hundreds of dollars; nevertheless, that is a minor matter. We consent to the bill.

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (16:28): Thank you very much to the deputy leader. I have to say that I welcome her support. I realise it has taken a time, but I hope John Harley and his band of notaries public appreciate that they have not been forgotten and, albeit slow, progress is being made. I trust, with the opposition's support, they will be equally delighted when the bill passes smoothly through another place.

Bill read a second time.

Third Reading

The Hon. J.R. RAU (Enfield—Deputy Premier, Attorney-General, Minister for Justice Reform, Minister for Planning, Minister for Industrial Relations, Minister for Child Protection Reform, Minister for the Public Sector, Minister for Consumer and Business Services, Minister for the City of Adelaide) (16:29): I move:

That this bill be now read a third time.

Bill read a third time and passed.

Adjournment Debate

SHOP, DISTRIBUTIVE AND ALLIED EMPLOYEES' ASSOCIATION

Mr PISONI (Unley) (16:30): The recent Fair Work Commission ruling that the enterprise bargaining agreement deal between shoppies union members and Coles paid below the legal safety net and failed what is known as the 'better off overall test' comes as no surprise. In stark contrast to Labor's position on fighting to protect penalty rates, the Labor Party says one thing to the electorate while unions who control it deal away low-paid workers' rights to big business—as long as there is something in it for them.

We all know that after being leader of the Labor Party for 17 years, Mike Rann thought he was actually the boss, until he got the tap on the shoulder from two prominent shoppies union members (the member for Playford and Mr Malinauskas, who is now in the other place), both of whom are beneficiaries of the operation that has been set up as the shoppies union in South Australia and across the nation.

This was just one of the many sweetheart deal arrangements put in place by the shoppies union to secure access to new members through big business workplaces such as Coles, Woolworths, McDonald's and Bunnings, who also cooperate by automatically deducting union fees from the wages of kids stacking shelves for the shoppies union coffers.

This failure by the shoppies union to look after the best interests of 75,000 affected workers will also coincide with problems conveyed to me by constituents regarding the superannuation fund controlled by the shoppies union, REST industry super. Big businesses who make their arrangements through the shoppies union channel all their superannuation contributions for employees to REST, along with making contributions to the shoppies union training funds. A quick look at the REST board shows that most members are sponsored into their position by the shoppies union, very much like many of the members of this parliament.

All three alternate board members are also sponsored by the shoppies union, including former national president Joe DeBruyn, who ironically campaigned strongly against WorkChoices, yet was happy to railroad young, low-paid workers into enterprise bargaining agreements that advantaged his union's mutually convenient relationship with large business organisations above the interests of their own workers. I also recall him making the claim that all of his members support his conservative social agendas, including his anti-abortion agenda and his anti-gay marriage agenda,

although I am not sure that he has had that conversation with many of the young people who work in the retail sector.

Many South Australians would have had some experience with the shoppies union, either through their own children, or friends and relatives. For example, when my son had a part-time job at McDonald's at the age of 15, he had a three-hour induction session but was then forced to sit through a union induction for half an hour and was intimidated into signing up for the shoppies union. This raises other questions about how legally binding it is for a 15 year old to sign a contract to have contributions taken out of their salary when they are not of age.

I do not know of any other organisation that would not get a parent to countersign a contract like that, or intimidate children into signing an agreement to hand over money in order to continue their jobs at Big W or other organisations that are sponsored or have employees represented by the shoppies union.

Of course McDonald's is no different, and the member for Elder would know exactly the influence of the shoppies union in McDonald's. Constituents have come to me who were working for the member for Elder when she had a McDonald's at Glenelg, and they were forced to clock off before they did their till. Extraordinary allegations were made from those former employees, and we will be pursuing those with the appropriate bodies as time moves on.

Employees of Coles are given no choice about which super fund to join in this cosy IR deal. Their only option is the Retail Employees Superannuation Trust (REST). The deal is delivering cheaper labour through enterprise bargaining agreements with lower penalty rates, and of course is not made available by the shoppies union to small business or smaller supermarkets, just to the big end of town, so it gives the big end of town a very unfair advantage.

For example, penalty rates in McDonald's on a Sunday are 1.5 compared with the 2.5 restaurants have to pay, which are under a different award—a very cosy arrangement indeed. My constituent had a situation of ringing REST to find out why her super had not been transferred to her new super scheme, as she had requested and arranged with appropriate paperwork submitted three months previously. She was informed eventually that the transfer would not take place because super contributions from a former employer had not been made some six years before, which of course is nonsense.

She was surprised at this, not least because REST had not informed her of this contribution shortfall at the time nor that they were now delaying transfer of her super because of this historic shortfall. REST had not bothered to tell my constituent about the hold-up, but they did continue deducting the monthly fees that superannuation funds take to manage that fund while blocking the transfer to her new fund. Remarkably, they could not confirm whether they were pursuing or had ever pursued the missing payments on my constituent's behalf and, if they were not, who was actually responsible for doing so.

This attitude at REST was patronising and dismissive. They were obviously not used to being questioned and used to fobbing off less tenacious fund members. Eventual resolution only occurred after dogged persistence and the threat of involving her local MP (who happened to be me) and the Superannuation Complaints Tribunal. It transpired that her employer had in fact actually made those contributions. The black hole in her account was simply an excuse by REST and a strange tactic to get her off their back. The transfer to her new super fund could now be actioned, and this miraculously happened in just a couple of days. It is an extraordinary story of the inappropriate use of other people's money for the benefit of an elite group in the shoppies union.

My constituent's experience of the shoppies union-run REST super scheme left her feeling that the people who she assumed were looking after her financial interests and the little guy had instead tried to con her and charge her for the privilege, much like the dodgy enterprise bargaining agreements the Fair Work Commission has caught the SDA out on. SDA members are simply the low-paid building blocks for the union's pyramid scheme. There is no doubt that the shoppies union is the pyramid of power here in South Australia, a Ponzi scheme of politics where the broader the base of the pyramid the quicker the chosen few can be pushed up to the pointy end of the pyramid, which is a seat in either the state or the federal parliament, in South Australia or in Canberra.

She passed the experience on to me because of a concern that younger less experienced workers, who make up much of the shoppies union membership, might not have been able to break through this stonewalling at the REST superannuation fund. In the end, the only thing of real value the shoppies union can deliver big business is cheap labour. If they can no longer do that, the big business boys will cease to facilitate the signing-up of new staff members into the shoppies union, as is currently the case, and directing funds into its training scheme and the REST super fund they also manage.

The house will also be interested to know that every single one of those shoppies union members who is intimidated into joining the shoppies union at age 15, 16 or 17, without discussing it with their parents and without their parents' permission, automatically enables the shoppies union to be eligible to count their vote on the floor of the Labor Party convention, which gives them more power to push their mates up to the pointy end—

The SPEAKER: Would the member for Unley address the Chair?

Mr PISONI: —oh, you are there, sir—of the pyramid of power that is the shoppies union here in South Australia.

The SPEAKER: I didn't cramp the member for Unley's style, did I?

Mr PISONI: No, sir.

MIGRANT CONTRIBUTIONS

The Hon. A. PICCOLO (Light) (16:40): In speaking in support of this motion to adjourn today, I would like to bring to the attention the house an event I attended on Sunday night. From that event I would like to also make some comments about some ill-informed comments made by a federal minister recently. I normally do keep away from federal issues, but in this case I will make an exception because the comments were quite offensive. What disappoints me is that other members, and particularly members on the other side, have not raised this, and by their silence they endorse those comments, and I will explain why.

On Sunday night, I was invited to attend the Bangladeshi in the north social occasion. This occasion is organised by the Bangladeshi community in the north of Adelaide and they came together as a community to have fun and socialise, as new communities to this country do. A number of local MPs were invited, as was the local Mayor of the City of Playford, Glenn Docherty, and he attended. They had some speakers from the Bangladeshi community on the night, and they told their stories. There were stories of hardship, stories of sacrifice and stories of success.

There were stories of people who came to this country who were quite well qualified in their own country, and often their professional qualifications were not recognised here in the first instance. They came here and they worked as cleaners, they worked on factory assembly lines and they worked in a lot of areas right across our community. They worked hard and a lot of them also studied while they worked. They worked to raise their families and they studied to better themselves and also as opportunities for their community.

What they did do from day one was make a contribution to this nation. From day one when they arrived, they sought employment. They worked, they paid their taxes and they made a contribution to this nation. They also worked hard to study, either to reskill themselves, upskill themselves or to obtain additional qualifications to complement the qualifications they got in their own country. These speeches resonated with me and I could relate to them because I come from a migrant family. It is the story of migration. It is the story of our Governor. It is the story of this nation.

That brings me to another story, a story by a minister of the Crown in our federal parliament who made the most inappropriate and callous comments recently when he was talking about migrants to this country. Whatever way migrants come to this country, the reality is that they come here and they are migrants, whatever route or journey they have taken. Minister Dutton, the Minister for Immigration, said this—and I think it is worth putting on the record, because the fact that these comments have been left unrebuked by the Prime Minister, the foreign minister or any state Liberal member in this place—

Mr TARZIA: Point of order: the member is making a personal reflection on members of this house and he has no idea whether or not comments have been made, so he is making accusations.

The DEPUTY SPEAKER: I will listen carefully. I am sorry, I was distracted.

The Hon. A. PICCOLO: It is a matter of record—or non-record—that the comments were not made in this place. Whether or not the member has made them anywhere else, I am not making any comment on. I am saying that in this chamber, in this place, he remains unrebuked—and the member for Hartley knows that. So, if I could continue without interruption that would be ideal, Deputy Speaker.

In this case, he was talking about refugees, and he was doing what we refer to as 'dog whistling'. It is the most disgraceful example of dog whistling because not only is he attacking the refugees but he is attacking every migrant who has come to this country because their stories are complementary. I think it is worth putting it on the record because it is a disgraceful moment in the history of this nation, something one would have thought would have gone in 1901—but, no, Mr Dutton still holds those views. This is how he refers to the migrants:

...they won't be numerate or literate in their own language let alone English. These people would be taking Australian jobs, there's no question about that.

Then he goes on to say (not only is he offensive, he is inconsistent):

...for many of them that would be unemployed, they would languish in unemployment queues and on Medicare, and the rest of it. So there would be a huge cost. There's no sense in sugar coating that, that's the scenario.

What he is saying is that when migrants come to this nation they cannot make a contribution. He has appealed to the basest form of racism in this country. Fortunately, we have very little of that in this country. Most Australians are fair-minded people, and my experience as a migrant has been that an overwhelming majority of people are fair and give a fair go. In fact, I would say that one of the key characteristics of this nation, as a value that separates us from other Western societies, is that we go for the underdog and we give people a fair go. What Mr Dutton was saying was that they are not entitled to a fair go.

His comments were insulting, demeaning and an attack on the dignity of all people, whether or not they are migrants to this country. It is an attack on migrants irrespective of how they arrive. It is an attack on migrants from Italy, it is an attack on migrants from Greece, Yugoslavia, Europe and any other country, and I will give examples. Migrants have worked very hard in this country, and they have raised families and made an enormous contribution to the wellbeing of this country. This is an attack on the most disadvantaged in our society; in fact, these are the people who are disadvantaged in their own communities before they come to Australia.

These are the poor, and women, who have not had an opportunity for an education in their own birth country. My mother was one of those. My mother was a person who never had an opportunity go to school, nor did my aunty did not have the opportunity to go to school or a lot of the women we see in the fields at Virginia, who are from Vietnam and who work very hard, have an opportunity to go to school, nor did the poor have an opportunity go to school because of their generation.

So not only are they disadvantaged when they arrive here but this minister has decided to kick them while they were down. That is what he did; he kicked them while they were down. It is disgraceful, the most disgraceful comment I have heard in decades. The fact is that no minister rebuked him. The Prime Minister did not rebuke him, and no Liberal member of this parliament in this chamber has rebuked him. That is a reflection on them, and shame on them. As I said on Sunday night, if there is one reason migrants in this country should not vote Liberal this is that one reason; there are many others.

These disgraceful comments are not only offensive but they are incorrect in fact. On the one hand, he said that migrants will not get work, and then he said they will take the work from local people. He cannot have it both ways. I go back to my example. My mother, from her generation, who is now a blessed 80 years old, did not have an opportunity go to school. That was not uncommon in southern Italy at the time, but to suggest that my mother made no contribution to this nation is offensive in the extreme. She worked hard; from the day my mum and dad arrived in this country

they worked very hard. My mum worked in a rose nursery and she often did piecemeal work at home, and my dad worked a number of jobs.

That is not only my parents, it is a common migrant story. I am sure the member for Hartley has family members whose story is very similar to this, and other members whose parents have come from overseas would have a very similar story, as would the Deputy Speaker herself. My mother worked very hard, my parents worked very hard, and they were able to send us to school—primary school, high school, university. The next generation of migrants has done very well as a result of the hard work of their families, their parents.

This is also true of what I saw on Sunday night with the Bangladeshi community. There are scientists, doctors, lawyers and pharmacists, a range of people in those professions who are now making an enormous contribution in this country. In fact, only a few weeks ago in this chamber, the Minister for Multicultural Affairs talked about how successful migrants are in business and how they are disproportionately represented in business and creating wealth in this country.

That the foreign minister tried to put the best spin on minister Dutton's highly offensive comments and the lack of a public rebuke from the Prime Minister shows why Malcolm Turnbull is not fit to lead this nation after 2 July. His comments are also not consistent with Australian values and the importance of giving people a fair go.

These comments are not only offensive and inaccurate but they are also designed to undermine social cohesion and what we have successfully achieved in this country through multicultural policies. For decades, governments of both persuasions have worked really hard through multicultural policies to gain what is good for this country and also gain from what other people who have come to this country bring with them. These are base and pathetic comments.

I make these comments today because through my own family experience I think Mr Dutton's comments are an attack on not only my 80-year-old mother but every other woman and person from overseas who did not have the opportunity to have an education but who travelled without the language. Often, many had never left their villages or certainly had never left their country before coming here. They were a new set of pioneers to this country; they came here and worked very hard. For this minister to make such comments is unacceptable.

He should have been called to resign there and then. The foreign minister should not have tried to defend what he said. The Prime Minister should not have just hidden and said nothing. This is also a minister, you may recall, whose seat was redistributed a couple of elections ago. He sought to swiftly go to another seat because he did not want to defend his own seat. This is a person who is clearly not overworked or hard at work himself alleging that people who come to this country are not hardworking. With those comments, I think that every person in this chamber would find his comments offensive and at every opportunity rebuke them, irrespective of which side of the house they are on.

Bills

REAL PROPERTY (ELECTRONIC CONVEYANCING) AMENDMENT BILL

Final Stages

The Legislative Council agreed to the bill without any amendment.

MAGISTRATES COURT (MONETARY LIMITS) AMENDMENT BILL

Final Stages

The Legislative Council agreed to the bill without any amendment.

At 16:53 the house adjourned until Wednesday 8 June 2016 at 11:00.

*Answers to Questions***SPECIAL DISABILITY TRUSTS**

68 **Dr McFETRIDGE (Morphett)** (9 September 2015). From 1 July 2015, how many principal places of residence will be transferred into Special Disability Trusts and be exempt from stamp duty and land tax?

The Hon. A. KOUTSANTONIS (West Torrens—Treasurer, Minister for Finance, Minister for State Development, Minister for Mineral Resources and Energy):

An estimate of potential applications for Special Disability Trusts was made based on information released by the commonwealth government regarding the number of people expected to establish a Special Disability Trust nationally. This number was adjusted to account for relevant factors, such as South Australia's population. RevenueSA advises in total it was assumed that around 500 properties transferred into Special Disability Trusts over the four years to 2018-19 would be eligible for a stamp duty and land tax exemption in South Australia.

POLICE TRAINING

In reply to **Mr VAN HOLST PELLEKAAN (Stuart)** (25 February 2016).

The Hon. S.C. MULLIGHAN (Lee—Minister for Transport and Infrastructure, Minister for Housing and Urban Development):

1. In January 2009, SAPOL adopted a range of initiatives emanating from the Mindframe program. A comprehensive training program is undertaken by all police recruits, spanning a broad range of topics relating to police dealing with people with mental health issues and police dealing with their own mental health management. This training was designed to capture new recruits since the adoption in 2009 of the Mindframe initiatives. This training also extends to managing communications with persons threatening suicide, particularly in high risk situations.

SAPOL does not release details of any police suicides unless there is critical reason to do so. This policy is in line with a nationally agreed position emanating from the October 2015 National Police Media Managers' Conference. This policy and procedure is included in all media training throughout SAPOL and has been since 2009.

2. In addition to the training delivered on the approved Recruit Training Program, all appointed police officers receive additional suicide-related training when attending promotional and developmental training course.

Operational members are required to attend corporate training on a rotational basis. 'Suicide Awareness' and 'Prevention and Building Resilience' are compulsory subjects forming part of the corporate training cycle.

The current Advanced Diploma of Policing has an element on managing behavior in the workplace. From January 2017, the Advanced Diploma will have a Human Resource Management element relating to the management of employee welfare.