

HOUSE OF ASSEMBLY

Wednesday, 3 May 2023

The SPEAKER (Hon. D.R. Cregan) took the chair at 11:00.

The SPEAKER: Honourable members, we acknowledge Aboriginal and Torres Strait Islander peoples as the traditional owners of this country throughout Australia and their connection to land and community. We pay our respects to them and their cultures and to elders both past and present.

The SPEAKER read prayers.

Bills

ELECTORAL (CONTROL OF CORFLUTES) AMENDMENT BILL

Introduction and First Reading

The Hon. D.J. SPEIRS (Black—Leader of the Opposition) (10:31): Obtained leave and introduced a bill for an act to amend the Electoral Act 1985 and to make a related amendment to the Local Government Act 1999. Read a first time.

Second Reading

The Hon. D.J. SPEIRS (Black—Leader of the Opposition) (10:32): I move:

That this bill be now read a second time.

I am pleased today to introduce the Electoral (Control of Corflutes) Amendment Bill 2023. It is in many ways a straightforward bill which seeks to make amendments to two acts—the Electoral Act 1985 and the Local Government Act 1999—to effect a ban on the widespread use of election corflutes on public roads or road-related areas, including structures, fixtures and vegetation on the public road or road-related area, including Stobie poles.

Corflutes are a corrugated polypropylene, a fluted plastic which is lightweight but rigid and, importantly, they are weatherproof. However, they are a single-use plastic and there are significant concerns in the community that there are limited opportunities for recycling.

The Hon. A. Koutsantonis interjecting:

The Hon. D.J. SPEIRS: My thought has been broken by the member for West Torrens, who makes a good point actually. On the whole, because political parties and candidates come and go and not many have the longevity of the member for West Torrens, he is unique in his position as Father of the House and his desire to reflect younger versions of himself throughout the western suburbs. I have driven through the western suburbs during election periods and seen the history of the member for West Torrens as he matures through the years. But I digress.

There is a legal requirement for a sensible second reading speech, so I will return to the content of this and say how grateful I am now that I did not decide just to insert this into *Hansard*. However, they are a single-use plastic normally, with limited opportunities for recycling requiring either the use of complex mechanical recycling or chemical recycling to break down the corflute.

There is also the issue of cable ties and fixtures used to attach corflutes to public infrastructure, which also contribute to the environmental impact associated with the use of corflutes. They are a visual pollution, even if re-used year after year after year, and contribute to concerns in the community about diminished road safety, driver distraction and the preservation of public roadside amenity.

Consultation with the community has been conducted on multiple occasions, both during my time as the environment minister and more recently in opposition. That consultation has occurred across political parties, and I know that many members of parliament have been approached about this issue. This consultation has concluded that the community is hugely supportive of any proposed

ban on corflutes. In other jurisdictions the plastering of corflutes on public property during election cycles has been prevented for many years. On this issue South Australia is certainly dragging its heels.

My commitment to this bill and what it seeks to achieve is consistent with the initiatives delivered during my time as South Australia's Minister for Environment and Water, and complements one of my driving motivations to be a member of parliament—that is, to see a more sustainable world in which we live. I am very keen to focus on delivering practical, on-ground environmental outcomes, including efforts to maintain South Australia's significant heritage for its record in waste management and waste minimisation not only across the nation but also across the world.

South Australia has a proud history in waste management initiatives, and many of us are exceptionally aware of that. This includes the implementation of the hugely successful container deposit scheme in 1977 as well as being the first state to ban lightweight, single-use plastic shopping bags in 2009. In September 2020, South Australia banned the sale, supply and distribution of single-use plastic straws, cutlery and drink stirrers. We set an ambitious agenda to ban further single-use plastic items, including expanded polystyrene cups, bowls and plates, clamshell containers and oxo-degradable plastic products, with additional items to be rolled out in tranches on nominated dates.

There has been a significant level of bipartisanship when it comes to maintaining this rolling ban between governments and political parties in this state. These reforms also received significant support from the community and businesses alike, that saw this as a chance to contribute to reducing our reliance on plastic items and continue to emphasise South Australia's heritage as a leader in this area.

Consistent with their support for the ban on single-use plastic products, the South Australian community is overwhelmingly supportive of the ban on corflute posters. Community consultation conducted by the Liberal Party late last year indicated that 93 per cent of responders—there were 474 responses—supported a ban on corflutes and highlighted that this was a sensible and practical environmental initiative. It was disappointing that during the previous term of government the Labor opposition and members of the crossbench did not support our efforts to ban corflutes. I do highlight, though, the support the Greens have provided for this initiative.

As members of parliament and leaders in our community many of us continue to use corflutes during election campaigns to raise our personal profile and send messages to the community; however, given that community consultation demonstrates that almost 95 per cent of respondents claim not to be influenced by the use of corflutes to determine their vote on election day, it also emphasises the opportunity and need to ban them.

The onus is on us as elected representatives of our community to pursue policy and reforms that have community support, and I remain optimistic that the government may yet provide their support for this policy and this bill to reduce our reliance on single-use plastics and visual pollution. As shadow minister for the environment and Leader of the Opposition, I am pleased to commend this bill to the chamber for consideration.

Debate adjourned on motion of Mr Odenwalder.

CONSTRUCTION INDUSTRY COMMISSIONER BILL

Second Reading

Adjourned debate on second reading.

(Continued from 22 March 2023.)

Mr ODENWALDER (Elizabeth) (10:39): I move:

That this order of the day be postponed.

The house divided on the motion:

Ayes	22
Noes.....	14
Majority	8

AYES

Andrews, S.E.
 Boyer, B.I.
 Close, S.E.
 Hood, L.P.
 Koutsantonis, A.
 Odenwalder, L.K. (teller)
 Stinson, J.M.
 Wortley, D.J.

Bettison, Z.L.
 Brown, M.E.
 Fulbrook, J.P.
 Hughes, E.J.
 Michaels, A.
 Pearce, R.K.
 Szakacs, J.K.

Bignell, L.W.K.
 Champion, N.D.
 Hildyard, K.A.
 Hutchesson, C.L.
 Mullighan, S.C.
 Savvas, O.M.
 Thompson, E.L.

NOES

Basham, D.K.B.
 Cowdrey, M.J. (teller)
 Patterson, S.J.R.
 Pratt, P.K.
 Teague, J.B.

Batty, J.A.
 Hurn, A.M.
 Pederick, A.S.
 Speirs, D.J.
 Whetstone, T.J.

Brock, G.G.
 McBride, P.N.
 Pisoni, D.G.
 Tarzia, V.A.

PAIRS

Clancy, N.P.
 Marshall, S.S.

Telfer, S.J.
 Piccolo, A.

Cook, N.F.
 Gardner, J.A.W.

Motion thus carried; order of the day postponed.

ELECTORAL (TELEPHONE VOTING) AMENDMENT BILL

Second Reading

Adjourned debate on second reading.

(Continued from 16 November 2022.)

Mr ODENWALDER (Elizabeth) (10:46): I move:

That this order of the day be postponed.

The house divided on the motion:

Ayes21
 Noes.....12
 Majority9

AYES

Andrews, S.E.
 Boyer, B.I.
 Fulbrook, J.P.
 Hughes, E.J.
 Michaels, A.
 Pearce, R.K.
 Szakacs, J.K.

Bettison, Z.L.
 Brown, M.E.
 Hildyard, K.A.
 Hutchesson, C.L.
 Mullighan, S.C.
 Savvas, O.M.
 Thompson, E.L.

Bignell, L.W.K.
 Champion, N.D.
 Hood, L.P.
 Koutsantonis, A.
 Odenwalder, L.K. (teller)
 Stinson, J.M.
 Wortley, D.J.

NOES

Basham, D.K.B.
 McBride, P.N.
 Pisoni, D.G.
 Tarzia, V.A.

Batty, J.A.
 Patterson, S.J.R.
 Pratt, P.K.
 Teague, J.B. (teller)

Cowdrey, M.J.
 Pederick, A.S.
 Speirs, D.J.
 Whetstone, T.J.

PAIRS

Cook, N.F.	Hurn, A.M.	Clancy, N.P.
Marshall, S.S.	Close, S.E.	Telfer, S.J.
Piccolo, A.	Gardner, J.A.W.	

Motion thus carried; order of the day postponed.

ABORIGINAL REPRESENTATIVE BODY BILL*Second Reading*

Adjourned debate on second reading.

(Continued from 19 October 2022.)

Mr TEAGUE (Heysen) (10:50): I move:

That this order of the day be discharged.

Motion carried; bill withdrawn.

FREEDOM OF INFORMATION (MINISTERIAL DIARIES) AMENDMENT BILL*Second Reading*

Adjourned debate on second reading.

(Continued from 2 November 2022.)

Mr ODENWALDER (Elizabeth) (10:51): I move:

That this order of the day be postponed.

The house divided on the motion:

Ayes	22
Noes.....	12
Majority	10

AYES

Andrews, S.E.	Bettison, Z.L.	Bignell, L.W.K.
Boyer, B.I.	Brown, M.E.	Champion, N.D.
Fulbrook, J.P.	Hildyard, K.A.	Hood, L.P.
Hughes, E.J.	Hutchesson, C.L.	Koutsantonis, A.
Michaels, A.	Mullighan, S.C.	Odenwalder, L.K. (teller)
Pearce, R.K.	Picton, C.J.	Savvas, O.M.
Stinson, J.M.	Szakacs, J.K.	Thompson, E.L.
Wortley, D.J.		

NOES

Basham, D.K.B.	Batty, J.A.	Cowdrey, M.J.
McBride, P.N.	Patterson, S.J.R.	Pederick, A.S.
Pisoni, D.G.	Pratt, P.K.	Speirs, D.J.
Tarzia, V.A.	Teague, J.B. (teller)	Whetstone, T.J.

PAIRS

Cook, N.F.	Hurn, A.M.	Clancy, N.P.
Marshall, S.S.	Close, S.E.	Gardner, J.A.W.
Piccolo, A.	Telfer, S.J.	

Motion thus carried; order of the day postponed.

HERITAGE PLACES (ADELAIDE PARK LANDS) AMENDMENT BILL

Second Reading

Mr ODENWALDER (Elizabeth) (10:55): I move:

That this order of the day be postponed.

The house divided on the motion:

Ayes22
 Noes.....12
 Majority10

AYES

Andrews, S.E.	Bettison, Z.L.	Bignell, L.W.K.
Boyer, B.I.	Brown, M.E.	Champion, N.D.
Fulbrook, J.P.	Hildyard, K.A.	Hood, L.P.
Hughes, E.J.	Hutchesson, C.L.	Koutsantonis, A.
Michaels, A.	Mullighan, S.C.	Odenwalder, L.K. (teller)
Pearce, R.K.	Picton, C.J.	Savvas, O.M.
Stinson, J.M.	Szakacs, J.K.	Thompson, E.L.
Wortley, D.J.		

NOES

Basham, D.K.B.	Batty, J.A.	Cowdrey, M.J.
McBride, P.N.	Patterson, S.J.R.	Pederick, A.S.
Pisoni, D.G.	Pratt, P.K.	Speirs, D.J. (teller)
Tarzia, V.A.	Teague, J.B.	Whetstone, T.J.

PAIRS

Cook, N.F.	Marshall, S.S.	Clancy, N.P.
Hurn, A.M.	Close, S.E.	Telfer, S.J.
Piccolo, A.	Gardner, J.A.W.	

Motion thus carried; order of the day postponed.

TOBACCO AND E-CIGARETTE PRODUCTS (TOBACCO PRODUCT PROHIBITIONS) AMENDMENT BILL

Second Reading

Mr ODENWALDER (Elizabeth) (11:00): I move:

That this order of the day be postponed.

Motion carried.

Motions

ADELAIDE GIANTS

Mr TARZIA (Hartley) (11:00): I move:

That this house—

- (a) congratulates the Adelaide Giants on their outstanding ABL Claxton Shield victory against the Perth Heat;

- (b) notes that this is the first win of its kind in 43 years for the Adelaide Giants; and
- (c) acknowledges the significance of this achievement in bringing baseball to centre stage in South Australia.

It gives me great pride to congratulate the Adelaide Giants on their victory. This is an absolutely tremendous victory from the Adelaide Giants. We are so proud of them, their players, their supporters and, of course, their owners as well. I would like to take this opportunity to congratulate Ross Pelligra and the ownership team of the Adelaide Giants. They have invested significantly in this state. Philanthropy is a big part of these teams doing well, and the Adelaide Giants would not have been able to achieve what they did without the financial support of Ross Pelligra and the Pelligra Group, so congratulations to them as well.

While I am at it, I think Ross has also invested significantly in a Sicilian soccer team that I think has now gone up to Serie C. Hopefully, who knows, they might even keep going to Serie B or even Serie A, and maybe even challenge Napoli eventually, but I digress. I come back to this motion.

It gives me great pride to congratulate the Adelaide Giants on their absolutely remarkable victory this year in taking home the Claxton Shield at the Australian Baseball League championship series. This happened after 43 years. Our Giants have demonstrated an extraordinary degree of dedication, resilience and skill throughout the season and, of course, it was rewarded. They pushed themselves to the limit and now once again I am proud to say that South Australia is on top of the baseball stage nationally.

The significance of being the national champion of the sport is not lost on me, nor on this house, and it is definitely not lost on South Australia. It is an extraordinary feat that we now have a South Australian team that is the national champion. It is just an absolutely outstanding feat. The championship victory is not only a remarkable win for the Giants but is also a remarkable win for all of South Australia. It is testament to the unwavering support of their fans in the South Australian baseball community and, of course, the players' families and supporters as well.

If I had to showcase an Australian baseball league game to someone who had never witnessed or heard of ABL before, I would certainly show them this particular game. It was baseball in all its glory, with close scoring and all the dramatic moments that make a great game. It was a rough start for the Giants as the Perth Heat scored twice early on, but it was quickly addressed with Quincy Latimore striking a double and making it to second base, shortly followed by a home run by Jordan McArdle.

There was outstanding pitching from the Giants. There were notable performances from Austin Ross, Mitch Neunborn, Todd Van Steensel and the starter, Jack O'Loughlin, but certainly the highlight that sent waves through the baseball community was Anthony Quirion and that dive catch on a Perth Heat foul towards the end of the game, diving towards the Perth Heat dugout to land an incredible backhanded catch.

Baseball is an extraordinary game. It shares many similarities with our beloved sport of cricket. Some would say that cricket is even heading again towards the baseball way with the sort of striking that you are seeing these days. But it is an extraordinary game, extraordinary players as well—

An honourable member interjecting:

Mr TARZIA: Indeed. South Australia is now officially the best in the country once again. So I extend my sincere congratulations to the Adelaide Giants and, in doing so, commend the motion to the house. I do again want to pay tribute and acknowledge Ross Pelligra and the Pelligra Group as owners of the Adelaide Giants. Congratulations to the family. They should be very proud of what they have been able to achieve. And, of course, to the players, the supporters, the volunteers and the fans, this is your victory. Enjoy it and we are extremely proud to be members of parliament for this state and have our baseball team as national champions this year.

Ms STINSON (Badcoe) (11:05): Can I commend the member for his motion. We on this side of the house obviously join with those on the other in congratulating the Adelaide Giants. This is a momentous win for the club. The championship is, of course, the first series win for our premier league baseball team in 43 years, which is no mean feat.

Many probably would not know this but I do actually follow the baseball. When I was a kid, my dad was a baseball coach, so I spent many weekends as a really little tacker at baseball diamonds all over the place and learnt the game through my dad. Back in those days, though, girls did not play baseball, so me and my sisters would play softball and dad would play baseball, and I got to know the game and love it.

Although there is much that we might prefer we did not have from American culture in Australian culture, baseball is certainly not one of those. I think it is one of the world's great games and a great gift that the Americans have certainly driven forward, and their great traditions in the game are those that we celebrate here and build on in Australia as well.

It was, though, a little saddening for me because my second team that I follow behind the Giants is the Perth Heat. Being born in Perth that is the team that I follow and they have had a pretty stellar and amazing history in the league over many, many decades and have been champions many times. But it was certainly our time this time around and it just adds to the achievement of the Adelaide Giants that they did manage to conquer the mighty Perth Heat.

The Perth Heat and our Giants were winning one game apiece and supporters came out in force for the final game, witnessing a really exciting 5-2, game 3 victory, hosted at West Beach. There was an electric crowd. The Minister for Sport came along to some of the earlier series and said that those games were just as electric, and the crowd were pretty thrilled to see, at the end of decades and decades, this success now crowning our South Australian Giants as the best in Australia.

Our government recognises the incredibly hard work, the remarkable skill and the dedication of all the Giants players, administrators and sponsors, as the member rightly pointed out in his address. We congratulate them through their perseverance, especially through recent years which have been disrupted through COVID and other things.

It is so important, of course, to acknowledge the many South Australians who spent time supporting this excellent team and this excellent sport. I understand that there is almost 4,000 people who are members of baseball teams across South Australia, which is an impressive figure for a sport that is not one of the top three, but I think baseball is gaining in its following and its popularity. It is a spectacular game to play, but also watch in terms of its athleticism, and the strategy behind it.

The passion for baseball through so many families across our state was absolutely on show with the Giants with our local family clubs. Also, as we look through the records, some family names really stand out as those who are really doing well and pushing the sport forward in our state.

This success by the Giants will certainly inspire current and future generations of baseball players to continue to aspire to play at the highest level. Our government has shown strong support for grassroots baseball through commitments made to improve facilities at a number of clubs, including the Port Adelaide Baseball Club, the Goodwood Baseball Club and also the Golden Grove Central Districts Baseball Club.

I have to mention the \$7 million upgrade at Weigall Oval, which was completed a few years ago. That was initially funded through the previous Labor government and then executed under the government of those opposite. That facility is quite incredible. It was a bit sad to see the trots go, but it has been replaced with an incredible multisport facility with tennis, basketball, baseball and the Cobras soccer team, who do a roaring trade, especially at a Friday or Saturday night game. That facility is, I think, among one of the best in the state as far as baseball facilities go. If you get the chance, make sure you come down to Plympton and watch our local side, the Adelaide Angels, in action.

I might just say a few words about the Angels. I am the number one ticketholder for the Angels. I am a big supporter of theirs and I do get down to their games as often as I possibly can. It is an amazing spirit down there with some fantastic people who have run it for many, many years, and it is a very inclusive spirit as well. In particular, I have been supporting the women's side, which only started about five years ago. They were basically a group of women who said, 'Look, we don't want to sit on the sidelines supporting our kids and our husbands. We want to actually get into this game and see if we can give it a good shot.'

The first year they came last, but the year after they did very well and then the following two years they made it to the grand final. It is a pretty incredible bunch of trailblazing women at that club. We have seen other women's sides put together and a very healthy women's competition is now in action. Like I said, that fills my heart with glee because as a child women were not allowed to play baseball. There was not a women's league when I was little, but now it is really becoming a sport where both genders are embraced and there is healthy competition.

It is quite amazing to see the investment of time and effort in coaching that has been put into bringing up and building up the women's side and also the junior sides as well. You go from seeing little kids or new players barely able to throw the ball between bases to seeing some really fast action play, which is absolutely exhilarating.

I actually got to call the baseball commentary a few months ago for our Adelaide Angels premier league team, which was fantastic. They have their own little radio broadcast and I got to sit in on that. I think I was meant to be there for five minutes, but they could not get rid of me and I stayed for the whole game and commentated, which was super fun and really a highlight. I think this is a fantastic sport. It is not necessarily a very high participation sport, but, like I said, that is growing.

I want to give a special shout-out to Leanne Smith, who has long been an administrator and former president of the Adelaide Angels. She has just stepped back from that role but has spent decades not only administering the Adelaide Angels and getting involved more widely in the baseball community but also even billeting the American players and coaches who come out from America and join the Adelaide Angels for a season or two. She has them at her own home and puts them up in their own quarters, looks after them and really makes them feel part of the family. That means that there is that higher level of skills that are then passed on to our local club because of the generosity of Leanne and her family supporting those American players to come out.

I would encourage everyone to be inspired by the Adelaide Giants' win and get down to their local baseball club, see what is going on and get into this great sport. It is an amazing sport for kids and women and, of course, the blokes have been at it a long time and do a fantastic standard of play. Congratulations to our Adelaide Giants. We are so very proud of you and what you are doing for the sport of baseball.

Mr COWDREY (Colton) (11:14): I rise to add my support to the motion before us today from the member for Hartley, congratulating the Adelaide Giants on their groundbreaking ABL Claxton Shield victory earlier this year. It comes as something of a bit of a purple patch for diamond sports in the state of South Australia, with the women's softball team, the SA Starz, winning the Gilley's Shield last year. I think both of those teams broke significant droughts in achieving national championships for the first time in a long time.

As the local member in the West Beach area, we certainly welcome with open arms the fact that the Adelaide Giants did shift from the Parade down to West Beach a number of years ago. It has been a great thing for our local area to welcome the Adelaide Giants and to see top-quality baseball played in the western suburbs of Adelaide.

As the member for Hartley addressed, the finals series, and the finals run really, for the Adelaide Giants was something of a tale of destiny in many ways, with a number of comeback wins. To be down significantly after losing the first game in the three-game final series, to then come back and win in dominant fashion in game 2, and then eke out a close 5-2 victory in the final and deciding game of that series, it saw the Shark Tank go off down there—that is a reference to the old Adelaide Bite.

It is a fantastic venue and was a fantastic atmosphere when we had so many of South Australia's baseball fraternity down supporting the Adelaide Giants and their success through not just the finals series but also the majority of the year. I think it was one of their most successful seasons in terms of fan attendance across this particular season, and that's a testament to Nathan Davison and his small team of staff down at the Adelaide Giants, even manager Chris Adamson. The composition of that team is something that has been an exciting thing to watch develop.

It is amazing to reflect on the growth of the sport of baseball in South Australia. I think the member for Badcoe has touched on that briefly. The western suburbs, in particular, are very well served by way of local representation in the sport of baseball, with Adelaide out at Plympton, as was referenced; the Henley and Grange club; Glenelg; and also my local team, the West Torrens Eagles. The western suburbs, in a majority of ways, are the centre of baseball in South Australia, as well as obviously being home to the Adelaide Giants playing out of West Beach.

For what has been a second-tier sport generally, we have had significant success as a state developing the players who have gone on to play in the major leagues over in the US. I think that is something that is probably not very well known to the vast majority of people in South Australia. We have a program that fits so well in developing players who go over, who have collegiate careers, who have minor-league careers, who are able to earn degrees and to become professional baseball players in some circumstances. So we do punch above our weight, as we always do in sport in this state.

It is a little known fact that there have been a significant number of South Australians who have made it to the major leagues and played at the highest level, not just in terms of professional baseball. Every four years there is an event called the World Baseball Classic, and we had seven of our South Australian athletes compete in that earlier this year. A number of those who were part of the Claxton Shield winning team—Rixon Wingrove, Liam Spence, Jordan McArdle, Mitch Neunborn, Todd Van Steensel, Luke Wilkins and Jack O'Loughlin—were part of that team, and it was a groundbreaking result for baseball in Australia earlier this year.

It was the first time that we had ever got out of the group stage of that event. We beat South Korea, who are an absolute baseball powerhouse, and lost by only one run to Cuba in the quarterfinals, which is unheard of in the baseball world. Not only are we breaking new territory from a South Australian baseball perspective, but South Australia is playing a large part in making sure that Australia continues to succeed, and to produce above the odds in terms of results at the national level as well.

I did talk about that progression to the major leagues, and one of the underrated parts about the ABL is the number of American players who come out here and play for the Giants each year, or play for the Perth Heat or the other teams around Australia. It is an important part of the progression of our baseball players to be able to have those American imports come out and play in our league. It happens to fit in the off-season of the Northern Hemisphere baseball leagues, which means we have had the likes of top-level Major League Baseball players come out and be part of our programs.

Players who have gone through the Adelaide Giants program and have made the major leagues are not small names, by any stretch. Logan O'Hoppe, who has just had his first season with a big league club with the Los Angeles Angels, unfortunately did his MCL, I think it was—one of the knee ligaments—earlier in the year and is out for the year. Ji-man Choi, who played for a long time with the Tampa Bay Rays, has shifted over to Pittsburgh this year and they are defying all odds at the moment. Andrew Kittredge from the Tampa Bay Rays, who was an all-star last year, is a reliever out of their bullpen. It is a significant contribution.

We have so many of our local homegrown talent over there at the moment, including Curtis Mead with the Triple-A Durham Bulls out of the Tampa Bay Rays organisation, and Jack O'Loughlin, who we referenced earlier, who was one of the starting pitchers for the Giants this year and played in the World Baseball Classic. I met him earlier this year when he was hanging around at the Gilley's Shield event.

The beautiful thing about the cross-pollination between our softball community and baseball community is that they are all out there at West Beach integrating and supporting each other. Jack is currently with the High-A West Michigan Tin Caps and performing well, from everything I have heard as well, in the Detroit Tigers organisation. He made a joke when I met him that the code around the summer league training facility that he was about to attend with the Detroit Tigers was the year that they last won the World Series, which I think was about 1960 or something like that, so etched in all their memories is the date that they last won, which was far too long ago for his liking.

Again, I add my congratulations to the Adelaide Giants for their performance earlier in the year, to have succeeded in bringing the Claxton Shield home to South Australia for the first time in

43 years, and I hope and am confident that baseball—and softball for that matter—will continue to grow in terms of popularity and participation in South Australia over the coming years.

It is an exciting time to be part of the sport. I know Ross Pelligra and the ownership group have plans to expand and potentially have a new home for baseball into the future, but for the time that permits that they are in the western suburbs at West Beach, we certainly thank them for their contribution to our local area and for continuing to provide participation avenues for young baseball players in South Australia. I commend the motion to the house.

Mr TARZIA (Hartley) (11:22): Once again, I congratulate the Adelaide Giants on their extraordinary achievement. I thank members for their contributions and commend the motion to the house.

Motion carried.

ISLAMIC COMMUNITY

Ms WORTLEY (Torrens) (11:23): I move:

That this house—

- (a) recognises the South Australian Islamic community are celebrating Eid al-Fitr, marking the end of the holy month of Ramadan;
- (b) acknowledges the important social and economic contribution of our Islamic community; and
- (c) congratulates the Malinauskas Labor government on formulating a comprehensive multicultural affairs policy to continue to build and strengthen South Australia's multicultural and intercultural engagement.

Our state has a strong, proud and richly diverse multicultural community and throughout the year many members of parliament are invited to events to acknowledge and celebrate these important and often auspicious occasions. Ramadan, a month-long dawn to sunset fasting, is observed by members of our South Australian Muslim community that originate from an array of countries, including Afghanistan, Pakistan, Iran, Bangladesh, India, Iraq, Syria, Indonesia, Bosnia and Herzegovina, Malaysia, Saudi Arabia, Lebanon and China.

The extended fasting that these communities undertake really does require commitment, dedication and sacrifice. The festival of Eid al-Fitr means 'breaking of the fast'. The festival marks the end of Ramadan, and celebrations usually last three days. This year, the celebration was over the weekend of 22 April. During Eid al-Fitr, Muslims thank Allah for the blessed life He has provided them and the strength and self-control His teachers have given them during Ramadan.

The first day of the Eid al-Fitr festival starts with special community prayer and the wearing of new clothes to signify inner renewal after the month-long Ramadan fast. The beginning of Eid al-Fitr is a day when Muslims can make a fresh start and ask friends and family for forgiveness. It is also a time for sharing, when families give food to their friends and neighbours and join one another in prayer. It is a time for visiting family and friends and for giving money and gifts to each other, especially to children.

I have had the privilege to share Iftar dinners on this special occasion in the homes of members of our local Muslim community, and they really put on an amazing feast and welcome you into their homes. On a number of occasions, I have visited homes and been very much included as part of those occasions. They want our community to understand what it is that they are partaking in and to share that with us, and I thank them for that opportunity. I have also attended many Eid events, including the Eid Festival and the Eid al-Adha celebrations.

To ensure everyone can participate in the Eid al-Fitr celebrations, the Muslim community donate food or gifts to those people in need who are not able to provide for themselves. Like Ramadan, the exact date of Eid al-Fitr each year is dictated by the sighting of the moon, a little in the way we have our Easter dictated by the sighting of the moon. Eid al-Fitr traditionally begins the day after the sighting of the new crescent moon.

South Australia's vibrant and culturally diverse society was recently recognised with the launch by the Premier and the Minister for Multicultural Affairs of the first South Australian

Multicultural Charter, cementing the path for our future as a proud multicultural state. The charter acknowledges our culturally diverse history and provides principles to promote a unified, harmonious and inclusive South Australian community that value, respect and support diversity.

I am particularly proud to stand here as a member of the Malinauskas Labor government, which had the foresight to bring in this Multicultural Charter. The South Australian Multicultural Charter sets out principles by which all South Australians:

1. Recognise, respect and value cultural, linguistic, racial and religious diversity and the contribution this has made, and continues to make, to our State.
2. Are encouraged to engage in the reciprocal exchange of knowledge and understanding of our cultural, linguistic, racial and religious diversity.
3. Are able to live, work and study to thrive in all aspects of life in a cohesive society.
4. Have the right to mutual respect, understanding, fairness, safety and freedom from discrimination based on their cultural, linguistic, racial and religious background.
5. Should lawfully be able to preserve, express, practice and celebrate their cultural, linguistic and religious diversity.
6. Have equitable access to opportunities and services that support participation in the educational, social, cultural, economic and political life of our State.

In concluding, to the Muslims of the world, to those who have made South Australia home, we welcome you and acknowledge your contribution to our state and your service to our community.

The Hon. J.A.W. GARDNER (Morialta—Deputy Leader of the Opposition) (11:29): I support the first two elements of this motion. The motion recognises the South Australian Islamic community are celebrating Eid al-Fitr marking the end of the holy month of Ramadan and acknowledges the important social and economic contribution of our Islamic community. I will talk more about those two parts of the motion in a moment, but I also indicate that I am seeking to move that the motion be amended to delete (c) and instead replace it with the words:

- (c) notes that multicultural policy in South Australia enjoys bipartisan support that helps to strengthen multicultural and intercultural engagement.

I do so because the motion as it stands I feel has an uncomfortable discrepancy between the entirely sincere first two parts of the motion, which are worthy of this house's time and consideration and support for the important role that the Islamic community plays in South Australia and the deeply and intensely spiritually felt relationship that is with Islamic people and the important month of Ramadan.

Celebrating Eid al-Fitr at the end of the month of Ramadan is an important, deeply spiritual moment for Muslims in South Australia and around the world. It sits uncomfortably with me, and I think it should for the house, for the third part of the motion to stand as written as a self-congratulatory pat on the back by government members for government policy in relation to multicultural affairs, particularly when multicultural affairs have always been considered a bipartisan—indeed bipartisan, as my amendments suggests—part of policy.

Multiculturalism in South Australia, as every South Australian Multicultural Commission ambassador to a new citizenship ceremony will tell you, and as understood by people in this house and beyond the parliament, is one of the most successful social policies in South Australia. We in South Australia benefit from multiculturalism—the idea that people who have come to our state from all around the world form a tapestry of backgrounds and experiences and heritages and cultures so that stories can be told and shared with children and shared with each other in celebration of people's heritage. Indeed, in sharing and celebrating our backgrounds, we make our state a stronger place.

Government has a role to play here because of course we have not always welcomed people to this state as we should. Government's role in celebrating multiculturalism, in ensuring that we are encouraging our communities to be harmonious and welcoming, is important and has been important. I think of the pride with which many members of the house celebrated our groundbreaking legislation in the late 1970s establishing the Multicultural and Ethnic Affairs Commission. That legislation was refreshed within the last few years with the development of the South Australian Multicultural Commission under improved and updated legislation.

Most recently, members of both sides of the parliament supported the development of the Multicultural Charter set out in that Marshall Liberal government legislation, delivered by the new government to its finality and signed by members of both sides of the chamber. These are all examples of how Labor, the Liberal Party, the Greens and all the parties in parliament have supported multiculturalism and multicultural affairs. Indeed, in terms of the financial support, successive governments have provided generally more money than the governments they have replaced. That is not unusual.

In a motion that is so sensitively worded in its first two paragraphs to particularly pay tribute to our Muslim community and recognise the importance of Eid al-Fitr, that existing paragraph (c) sits uncomfortably. The motion would benefit from removing the partisan element and recognising the multipartisan element because of course the work that is done in multicultural affairs is never just supported by governments and it is never just supported by the parties of government. I imagine all the minor parties and the Independent members in both houses of the parliament would also strongly support the work that is done in multicultural affairs. The idea of excluding their support from this motion by only referencing the benevolence of one side of politics, the government of the day, sits uncomfortably.

I think the amendment therefore significantly improves it. I remind members that, rather than specifically referring to only the government, the amendment is that we note that multicultural policy in South Australia enjoys multipartisan support that helps to strengthen multicultural and intercultural engagement. I mean no offence or disrespect to the mover at all, because she gave an excellent speech. Indeed, what I think she is seeking to capture in the motion is very worthy.

I go on to reflect particularly that the member for Torrens reflected on the time she has spent sharing Iftar dinners in the homes of her constituents. Indeed, that is a privilege that members of parliament on both sides of the house have often spoken of. I think my first Iftar dinner was not in someone's home but was at the Convention Centre—a large Iftar dinner that I imagine many members of the parliament have been to, hosted by the McYess Foundation, particularly supporting Pinnacle College and multicultural youth.

The way in which so many community leaders have been brought into the experience of understanding Ramadan more closely and having the privilege of being invited to Iftar dinner with that group does them great credit. The speakers over the years who have spoken at that dinner about the important role of Ramadan in the life of a Muslim, and indeed in the way the Islamic community contributes to our society, are very worthy. I take the opportunity to thank once again Pinnacle College, the McYess Foundation and all of those who have contributed to that.

The celebration of Eid al-Fitr is particularly noted in this motion. Of course, it is the end of that month long fast from dawn to dusk that the holy month of Ramadan represents. For Muslims in South Australia, as around the world, it is a time of devotion and prayer, of reconnecting with family and friends and helping those in need.

The holy month of Ramadan is one of the five pillars of Islam. It is an opportunity for Muslims to purify their mind, their body, their heart and soul by fasting and praying. Healthy adult Muslims are required to fast each day from dawn until dusk and abstain from drinking, eating, immoral acts and anger.

Our Muslim community in South Australia represents approximately 2.3 per cent of our population, according to the most recent census data. It is a growing community, growing both because, of course, the Islamic community in South Australia are participating in community life; families are growing in South Australia; and families, as we encourage in all of our multicultural communities, are telling the story of their heritage, their history and indeed their faith to their children, and their children in a majority of cases are also identifying as Muslim.

The other source, of course, is immigration. Particularly in recent years increased immigration from countries including Pakistan, Afghanistan, India and Bangladesh have seen our Islamic population grow in South Australia, and we welcome them. I am minded to reflect on an event I attended on the Saturday night most recently passed with the Minister for Multicultural Affairs and about 150 members of our local Sierra Leonean community. Sierra Leone is a country with about 75

per cent Muslim population, about 24 per cent Christian population and a very small number identifying as having traditional African religions.

In Sierra Leone, one of the notable features of the country is the extraordinary strength of the religious tolerance that has long been a hallmark, particularly since independence. It is a country that is 75 per cent Muslim yet where all but one of its heads of state have been a Christian and where public events, like the independence day celebration last Saturday night, traditionally start with an Islamic prayer and the Lord's Prayer, said side by side in celebration of the religious tolerance and in celebration of the culture that exists in that country. It was a real pleasure and a privilege to be invited to be a part of that on Saturday night.

I absolutely commend the first two parts of the motion together with the amendment before the house; I think the amendment strengthens the motion, and it will do this house credit and will do the government credit if it supports it. But, certainly, particularly for all Muslims in South Australia and to our Islamic community, this house today recognises the Islamic community and the celebration of Eid al-Fitr and acknowledges the important social and economic contribution of our Islamic community. This house recognises those two things wholeheartedly and without dissent.

The Hon. Z.L. BETTISON (Ramsay—Minister for Tourism, Minister for Multicultural Affairs) (11:39): I rise to support the original motion. It is a time for us to recognise Ramadan, such an important time for our Muslim community. It is a time for Muslims of all ages to celebrate their faith and deepen their relationship with Allah. We know that fasting and prayer during Ramadan can be a solitary experience, but there is also a great sense of community during this special time. Often, people invite friends and family to join them when they break their fast every evening.

I really want to take this opportunity to recognise the engagement of my parliamentary colleagues here, who attended many Iftar events throughout this time. The Premier attended the biggest Eid al-Fitr event at the Showground. I think the member for Torrens may have been there as well. The Islamic Information Centre runs this Eid, and they invite all South Australians to attend. It is a really exciting event, usually over two days at the Showground, and it was great that the Premier could attend.

I was invited to some events by people individually, to a few homes, to share. I particularly want to thank Mehmet Aslan, who is part of the Pinnacle College team. For many years in a row he has invited my husband and me to join him to recognise Ramadan. This weekend I attended with the Afghan United Association as they recognised Eid al-Fitr, but they also recognise Nowruz, which is something that started at the beginning of Ramadan and so they were unable to celebrate up until the weekend.

I thank the member for Gibson, who attended an invitation with the Bangladesh Club, and the member for Light, who attended the largest Iftar dinner that has been held almost for 10 years in South Australia. Many of us in this house have been invited to that dinner. It is now in the largest hall in the Convention Centre, and that is by the McYess Foundation. The member for Light was there, amongst many others as well.

The Pakistani Australian Association had a big event on Saturday and the member for Elder attended that event. The member for Florey went to the South Australian Hazara Behsood Eid dinner. Thank you to the member for Playford, who attended the Adelaide Bangladeshi Cultural Club event and, of course, the member for Torrens is invited to many of those events as well.

When our community recognises Ramadan, they join with a global community of more than two billion Muslims who mark the end of Ramadan. It is an opportunity for reflection; it is an opportunity to recognise and give thanks for what you have. As a Christian, I see some reflections in my own religion. Whether it is Lent the four weeks before Easter or Advent up to Christmas, you see some similarities in these religions where it is a time of reflection, a time of giving up, a time of being thankful.

We have a very interesting Muslim community here, because it is a very young community. The 2021 census showed that over one-third of our Muslim community here is aged 20 to 39 years. I was able to host, on behalf of the Premier, an Eid event here in Parliament House. At this Eid event, we gave young people the opportunity to talk about Ramadan and to talk about what it means to

them. It was really exciting for them to talk about how sometimes it is challenging because, without eating or drinking during the day, you still continue to do your activities. However, it is something that they are committed to. In fact, they feel an elevation in their wellbeing by committing to Ramadan over the four weeks.

As people have said, it is a community of more than 40,000 here in South Australia and that is an increasing community. However, when we talk about our Muslim community, we are actually talking about a very diverse group of people. I remember reading a brief that said our Muslim community come from 62 different countries. We see that history will show us the spreading of the Muslim religion, and then we see that reflected here in our very diverse community. Some of the countries our community come from include Afghanistan, Pakistan, Iran, Bangladesh, India, Iraq, Syria and Indonesia. There are people from Bosnia, Malaysia, Saudi Arabia, Lebanon and China. It is an incredibly diverse community.

An amendment has been put forward to remove paragraph (c) of the motion, which:

congratulates the Malinauskas Labor government on formulating a comprehensive multicultural affairs policy to continue to build and strengthen South Australia's multicultural and intercultural engagement.

I have a great deal of time for the Deputy Leader of the Opposition. Over the course of our political life we have gone to many events together, so I know that his amendment comes with thoughts about our view on bipartisanship. I understand that, but the reality is that we deserve congratulations, because there was great disappointment leading up to the election when there was zero policy from the opposition about multiculturalism. People were waiting, people had expectations, but there was silence.

As an incoming government, what we did was put a policy to the South Australian people that had a very detailed understanding and acknowledgement about how we needed to progress in this area. The policy was diverse. First and foremost there was an additional \$16 million over four years, the highest investment in multiculturalism ever seen in this state. That was welcomed.

Of that \$16 million, \$4 million was dedicated to community language schools, and I can tell the house that was received incredibly well. We currently have 99 language schools teaching 48 languages. These are primarily volunteers who dedicate their Saturdays to teach language and culture to their children and grandchildren. The additional support for equipment needs and rent goes towards enhancing their ability to keep teachers and support them in doing so.

If you speak more than one language not only does your brain work more quickly but it opens great opportunities regarding trade in the future. For many years, when people came here we said, 'You have to be Australian.' Now we say, 'You need to place equal importance on being Australian as well as your own culture.' Knowing another language, accepting that these are parts of you, is incredibly important, particularly to our young community.

There are many other parts to this policy. We reinstated women's leadership training at TAFE which, unbelievably, was cut by the previous government. We added additional money to both the Celebrate Together Grant and the Expand Together Grant. We committed to making the Multicultural Festival, a festival I believe is the largest multicultural festival in our nation, a yearly event. We also committed to supporting multicultural women as they start up businesses. That will roll out very soon.

More importantly, the policy reflects the challenges our migrants experience. One of the key issues is the connection between migrants and their obtaining work at their level of qualification. It is the utilisation of the full capacity of our migrant community that people spoke to me about time and time again. We are about to do some research on that, something similar to what Queensland undertook in 2018, because we need to maximise use of the skills of our migrant community. It is about stickability. We want people to stay here. They love living here, but we want to have them working in the areas of their skills, education and experience.

I thank the member for Torrens for bringing this motion forward. She talked about the Multicultural Charter, which is very important, but from that also comes the Ambassador Program, which is about connecting. I ask that we support the original motion, because it was a detailed policy and it is being run out right now.

Ms WORTLEY (Torrens) (11:49): I would like to thank all the members who contributed to the debate, in particular the Minister for Multicultural Affairs, who I know has brought so much into the development of the South Australian Multicultural Charter and to supporting our multicultural communities. I trust that for our South Australian Islamic community this Eid al-Fitr has brought peace, good health and happiness. I commend the motion to the house.

Amendment negatived; motion carried.

CORONATION OF KING CHARLES III

The Hon. D.J. SPEIRS (Black—Leader of the Opposition) (11:50): I move:

That this house congratulates His Majesty King Charles III and Our Gracious Consort on the pending occasion of their coronation. We affirm our steadfast allegiance to the throne; and we earnestly hope His Majesty's reign will be fixed with great happiness for His Majesty and Queen Consort, and will be an era of peace, unity and prosperity throughout the Commonwealth of Nations.

I would like to take this opportunity, relatively briefly, this morning to provide some reflections on the upcoming significance of King Charles III's coronation. Saturday's coronation of King Charles III is something that ought to be an opportunity for us as a nation and as a parliament and as a community, no matter what our views are of the monarchy's relationship in this time to our system of government in Australia, to reflect on the immense historical significance of a change of monarch, a change of head of state.

We know that this is something that does not happen often. In fact, it is some 70 years since it previously happened, when the former Queen Elizabeth II ascended the throne. It is a particularly long period of time since this last occurred because of the longevity of the Queen and the endurance of her public service, and of course this parliament had an opportunity to reflect in a very deep and authentic way on the Queen's service when we gathered together for motions of condolence in September 2022.

With the coronation on the weekend occurring in London, we have this opportunity to reflect for a moment on the way that the monarchy underpins our system of government, the way that the Crown has given us such stability and a foundation upon which to build our system of law, our system of democracy, our system of government here in South Australia. It also gives us the opportunity to extend our gratitude again in a way that does not reflect necessarily on the role of the monarch in an individual sense but more on the collective contribution that a monarchy and a head of state make to the countries with which they have a significant relationship.

The coronation, which will occur on the weekend, will be different from previous coronations. It will be a coronation that has significant elements that extend back hundreds of years, centuries, right back to the coronation of William the Conqueror in 1066. It will be those ancient traditions that are wrapped around this coronation, and they will be interesting to observe and interesting to explore. No doubt, many of us will be on Wikipedia on Saturday when watching this, trying to understand some of these traditions better.

But there will also be different elements of this coronation that aim to reflect 21st century society and King Charles's desire to broaden the reach of the monarchy and of his reign. Something that I thought was particularly interesting is that the blessing of the anointing oil will not be undertaken by just the head of the Anglican Church, in the way that it has traditionally been done, but, as a demonstration of the King's desire to build relationships and connections with all faiths, the anointing oil will also be blessed by the head of the Greek Orthodox Church, reflecting the King's Greek heritage through his father, the late Duke of Edinburgh. This also provides a symbolic demonstration of his desire to reach faiths across the world and to be defender of 'the faiths' rather than Defender of the Faith, as his mother was.

There are many other aspects of this coronation that seek to position the monarchy and the King in a more modern light, including a much smaller gathering in Westminster Abbey that will be significantly made up of people from the community rather than members of parliament and people who are associated with the aristocracy. It will be much more community focused, reaching out to volunteers and people—particularly in the UK but in fact across the whole of the commonwealth—who contribute to daily life in their communities.

This will be fascinating to watch. I think many of us will watch it to seek to learn about it and to seek to witness history occur in a way that many of us have never seen before. In fact, very few people under the age of perhaps 75, or even a bit older, could possibly remember a coronation occurring before. It is an opportunity for us to see something that may not occur again for some decades.

So I think we reflect on this historic moment with a sense of open-mindedness, a desire to see the new King succeed in his role and use that privileged position that he has to bring communities, nations and faiths together, and to strengthen relationships across the world at this time. Again, I reiterate on behalf of the opposition our congratulations at this significant historical occasion. I commend this motion to the house.

Motion carried.

ANZAC DAY

Mr PEDERICK (Hammond) (11:58): By leave, I move my motion in an amended form:

That this house—

- (a) acknowledges that ANZAC Day was commemorated on 25 April 2023;
- (b) pays its respects to the families of those ANZACs who tragically lost their lives during the Gallipoli campaign; and
- (c) remembers all Australian personnel and animals who have been injured or killed in action.

ANZAC Day is a very special day for all of us in this great country. It commemorates the landing on those Gallipoli shores. It is commemorated on 25 April each year and it marks the date of the landing of Australian and New Zealand forces at Gallipoli on 25 April 1915. The battle at Gallipoli against Turkish armed forces—there were some thousands of German forces involved as well—was Australia's first battle of World War I and our first major war of the industrial age.

I have some statistics here and, depending on where you look, they vary through different historical records, but I will go through the ones I have here today. There were 489,000 allied troops who served and 316,000 Turkish troops who served. There were 56,000 allied troops killed at Gallipoli. At least 7,500 of those troops were Australians who lost their lives and 18,500 were wounded. There were 56,000 Turkish troops killed.

Although ANZAC Day is commemorated on the anniversary of the Gallipoli landings, we must remember the service and sacrifice of our service men and women and their families, carers and loved ones who have served our country through all conflicts.

In relation to the ANZACs, it was a rough night for our sailors and our forces from the Army coming in with their small boats, using torches, trying to find lit torches and trying to find where they were to land. They landed at the wrong beaches, but there were many heroics. You can just imagine these young men suddenly realising the reality of the fire raining down on them from the heights of the Dardanelles. It would have really lit them up and let them realise that this was it; this was what was happening.

For the next eight months, the Australian and New Zealand forces had many battles and many losses. I reflect on the famous charge at the Nek, where the forces were only about 30 metres apart. The timings of the shelling from the naval boats were not synchronised quite right with the men onshore. The Navy was shelling the trenches of the Turkish soldiers and then it went quiet for a while, but it was not timed with the synchronisation of watches for the four ranks of 150 soldiers, the cream of Victoria and Western Australia, to jump out of their trenches. Sadly, most of them became casualties. If not killed, they were severely wounded.

There were other battles. There were many Victoria Crosses that were received during that campaign during battles at Lone Pine, Quinn's Post and other areas of the battlefield during the eight months, but it is always remembered as the most successful retreat, to a degree, when the stalemate—and it was a stalemate—ended with the successful retreat off the beaches. Virtually every man was off the beach before the Turkish soldiers realised that we had left. It certainly forged our place in history, along with our New Zealand comrades who had many thousands of losses as well—injured and killed.

Certainly we reflect on the service of Australians. They served in the Boer War, of course, and in World War I and World War II. In the First World War, which went between 1914 and 1918, Australia raised an army of more than 400,000 from a population of less than five million people. Sadly, 60,000 were killed and 156,000 were wounded, gassed or taken prisoner. They are amazing numbers for a country with such a small population at the time.

In the Second World War, from 1939 to 1945, nearly one million Australian men and women served in World War II and 500,000 of those served overseas, but we take credit for those who served here and overseas, because it does not matter where you serve, your effort is highly valued. Thirty-nine thousand gave their lives in the Second World War and a further 30,000 were taken prisoner.

I have spoken before in this house of my great-uncle Joe who served in the First World War. He had the million-dollar wound. He was walking between two colleagues on the Somme and got shot through the nose from a side angle. He was repatriated back to London to be hospitalised and get fixed up. By the time he went back to the frontline, the war was over.

I had uncles serve in all three areas of our troops—Army, Navy and Air Force—during World War II. Two of my uncles served in Korea. In fact, one of my uncles served in the Navy in World War II and then he served in the Army in Korea. Obviously, we have had many more conflicts since. The total, sadly, for all conflicts per the Roll of Honour is 102,911 Australians who have made the ultimate sacrifice for our great country and for us to have a better life. In other conflicts:

- Korea: over 17,000 served, 340 killed, 1,216 wounded and 29 prisoners of war;
- Vietnam: around 60,000 served—and obviously some of these were on National Service—521 died as a result, 30,000 wounded;
- peacekeeping: 16 Australians have died during peacekeeping operations and, as with all wartime experience, some of those casualties were from natural causes and illness; and
- contemporary conflicts from 2001 onwards: sadly, we have had 59 people pay the ultimate sacrifice.

You would probably rate Rwanda, even though that was around the mid-1990s. My brother served in the peacekeeping in Rwanda, which got upgraded to war service 13 years later. Obviously, there are different rules of engagement under peacekeeping. It is interesting to note it got upgraded to active service those years later. Then, obviously, there were two rounds in Iraq. My brother served in 2005-06 in Baghdad. That is just a personal reflection of my family's service, but I really do pay tribute to our modern-day military personnel and the men and women who are signing up.

A friend of mine whose stepson recently signed up is now operating out of Sydney with the Army and I have another friend whose son has recently gone through basic training. I really commend them for taking up that training to protect our great country into the future. We are in interesting times when we talk of defence and what we are doing to enhance our capability but, whatever we do, it gets down to the brave men and women who sign up for that service and no greater service can they give than for this great country. They are willing to pay that great sacrifice.

I also want to talk about the reservists, who make up a large portion of our armed forces. I know the minister was a reservist and I was really proud to be there when he received his medals recently after all those decades, so congratulations, sir. The reservists are a vital part and I see there is a look now federally at working out how we can keep more reservists in action to assist our full-time soldiers in defending this great country.

While we rightly remember and commemorate their sacrifice, we must also remember those who returned home wounded either physically or emotionally and their families and carers who were left to deal with the effects of their exposure to war. Certainly, there are a lot of different effects. There is post-traumatic stress disorder, or shell shock as it was called in World War I, and the things that people cannot get out of their head, whether it is the sound of helicopters (the choppers), whether it is the horrors that they see and hear that no-one sees in normal day-to-day life. These people are prepared to go on the frontline and are posted in various locations to defend our great country.

I have some statistics on the number of animals that have served in our armed forces because they certainly assisted us in our time overseas. In World War I, Australia shipped some 120,000 horses overseas as part of the Australian Light Horse contingent and, sadly, the soldiers were ordered to shoot their horses at the end of service. Many did not and they let them go in the desert. I think there was only one horse that was brought back.

I have read the book on Bill the Bastard, a very famous horse from World War I that served in the Middle East and Gallipoli and is featured in an artwork at the new Romani aged-care centre in Murray Bridge. There are also explosive detection dogs that have served for us and there is a huge list of animals that have served alongside our men and women: horses, dogs, carrier pigeons, camels and even a rooster chick have served alongside Australia's service men and women throughout our involvement in over a century of conflict.

I think Australia has certainly made its mark—sadly, we have had to make a mark because of conflict around the world in over 100 years—but for percentage of population I think we truly have made ourselves proud as a great nation with our people prepared to put their hand up and to make that supreme sacrifice. I truly commemorate all those people. It would be over 100,000 who have paid that supreme sacrifice. To all our ANZACs who have served and are still serving our country, whether here or overseas, I just say thank you.

The Hon. L.W.K. BIGNELL (Mawson) (12:14): I rise to support this motion and also to talk about some of the local ANZAC celebrations that we have had around South Australia in the past few weeks.

While there were dawn services held in Willunga, McLaren Vale, Myponga, Kingscote and many other parts of my electorate of Mawson, I was actually in the member for Stuart's electorate, the Minister for Veterans Affairs, on ANZAC morning at a little, tiny place called Cradock. The population there is 12, which is made up of six just from one family; that is, Dave and Amy, who have the pub, and their four kids.

I want to tell this story because it is a wonderful display of how even our smallest communities can come together and pay their respects on ANZAC Day, that day that is so special to all New Zealanders and Australians where we honour those men and women who have served our nations over many conflicts over many, many years.

I want to tell the story about Maurie and Maggie Burke. Maurie is an ex-Northern Territory copper. He had 32 years in the police force in the Northern Territory. He is originally from Victoria. His wife is originally from the Adelaide Hills, and she always had this great desire to live in the Flinders Ranges. One day Maggie presented Maurie with some papers to sign. He said, 'What's this?' She said, 'It's to buy the old police station in Cradock in the Flinders Ranges.' Maurie told me that, not one to argue with Maggie, he signed away and they moved to Cradock, and that was in 2010.

Just before ANZAC Day in 2015 as the centenary of Gallipoli was to be celebrated, he looked at the little war memorial they had in Cradock and decided that where it was located was pretty underwhelming. It was a block in the town covered in rubbish, old car bodies and things like that. Maurie and Maggie bought the block and then set about having a working bee, or a series of working bees, and by ANZAC Day 2015 they had built a new memorial and it was looking absolutely fantastic. Each year they build another memorial to another conflict, another tour of duty by Australian and New Zealand men and women.

This year, they unveiled the most stunning tribute and memorial to the Light Horsemen. It was a silhouette, so well before the dawn it was lit up. It is a magnificent memorial and one that any town or city in South Australia would be very proud of, but to come from a community of just 12 people is quite amazing.

I met Ivan McKenzie. He is a 71-year-old Adnyamathanha man who served in the Royal Australian Navy from 1970 to 1976. He did tours of Vietnam, and he came back to Beltana where he was a roo shooter. It was really, really good to have a chat with Ivan about his service for Australia. The things that he has done and seen in his lifetime not only make him very proud but also the people of the Flinders Ranges very proud of his commitment and his great work.

Justin Brown, who is a veteran of two UN peacekeeping tours to Namibia and to Cambodia in 1989 and in 1992-93, conducted the service. It was really good to catch up with him.

Out of that small population, and those who have a property in Cradock but maybe live somewhere else and come back, there is quite a high percentage of ex-service men and women. It was tremendous to meet all of them on ANZAC Day and to share with them the dawn service.

In 2015, I was in Villers-Bretonneux for the centenary, and I thought that would take a little bit of beating in terms of emotion and everything else, but I felt that this year, in that tiny, little town in the Flinders Ranges, I was every bit as emotional as I was on the Western Front. I commend everyone involved. Lest we forget.

The Hon. G.G. BROCK (Stuart—Minister for Local Government, Minister for Regional Roads, Minister for Veterans Affairs) (12:19): I also support this motion by the member for Hammond and congratulate everybody who speaks on it today. World War I marked Australia in a way that is almost impossible to fathom in the current times. From a population of less than five million we raised an army of more than 400,000, of which some 330,000 people were deployed overseas.

By war's end, over 60,000 had been killed, 5,565 South Australians or, put differently, nearly one in five of those deployed overseas. Compared to Australia's modern-day population that would roughly equate to 240,000 Australians being killed in a world war. Can you imagine the impact that would have on families and communities all over our nation?

Military service and the veteran community have had a very long and important place in my life and that of my family. I am the son of a World War II veteran, brother of a Vietnam veteran, and my younger brother also served a period of time in the Regular Army. As the member for Hammond indicated, I served in the Army Reserve for approximately six years, firstly in Port Pirie and then in Port Adelaide. As the member for Hammond also indicated, he was there when I was very emotional and very proud to accept my medals as a reservist just recently.

My time in the reserves helped instil the values of respect, discipline, self-confidence and experience in how to overcome adversity, and to trust in your mates. I have always been grateful for the service of those who fought in defence of our country and the values we hold dear to everybody in our community, in our nation and, in particular, this house.

Since becoming Minister for Veterans Affairs I have gathered a deeper appreciation of the sacrifices made by the families of defence members, and particularly their families. On that note, let me share with you the motto of the Australian War Widows:

We all belong to each other, we all need each other. It is in serving each other and in sacrificing for our common good that we are finding our true life.

The Australian war widows are our nation's chief mourners. The Australian War Widows (SA) organisation has continued to support and give voice to war widows at both state and national levels, as well as providing companionship and a supportive community for war widows across all the regions in South Australia and the whole of the nation. That is why I was extremely proud earlier this year to announce that 19 October was declared War Widows Day in South Australia.

It is worth noting the bipartisan nature of the War Widows Day declaration. I would particularly like to acknowledge the support for the proposal from the member for Hammond and the member for Dunstan. I know the members of the Australian War Widows (SA) greatly appreciate the support that they receive from all sides of politics in this state. The bipartisan nature of the veterans affairs portfolio is important and was on display, as always, on ANZAC Day.

I had the opportunity, along with the member for Heysen, to attend the ANZAC Eve Youth Vigil. It was very humbling and very emotional to see those young people there, and the dedication from not only the cadets but all the emergency services at that vigil. They were very proud to do it—you could see it in their faces and the way they held their heads high. I have the utmost respect for those young people being able to do that. Whilst the member for Heysen and myself were there, there were a couple of people who may have been overcome with not only the emotion but standing together for a fair amount of time, but, again, that was absolutely fantastic and I am sure the member for Heysen would agree with that.

The member for Hammond and member for Mawson also talked about the dawn service in their speeches. There were dawn services across all South Australia and Australia. Some people might complain about having to be there at 5.30 in the morning, but in the days of the actual event there was no time. I have been doing dawn services for many years as a councillor, as a mayor and as a local member. Now, as the Minister for Veterans Affairs, I try to get to as many as I can.

I recently had the opportunity of attending the dawn service here with the Premier, the Deputy Premier and the Leader of the Opposition. I have attended in the regional areas for many years but when you are actually at the big one in Adelaide, the emotion is there; you can feel it. You can feel the pride not only in the community but also in the people who are there on the day.

I also had the opportunity to interact with parents of some of the people who did not have their name on the roll on the monument there. We had the opportunity to unveil a new plaque and to see the mothers and fathers of those children who had not been on there was very emotional and it is very gratifying that they are at long last there. Some died not in combat—for various reasons—as a result of service, but it was wonderful to see that acknowledgement and the proudness of those parents there.

I also had the opportunity to attend the march. Whilst it is very important in regional areas and communities across all of South Australia, the Adelaide march this year was absolutely fantastic and, according to my information, it was the biggest in five years. We saw people participate from all avenues and all forces representing all nations, and I think around 150 from the current armed forces marched, and again we saw the emotion.

One example was a group of three veterans, and one was a pretty elderly gentleman. He was staggering along and being held up by the person on his right-hand side. A couple of times he stalled and I thought he was going to fall over but, with his passion and determination not to fall, he continued on. There were kids aged 17, 18 and even younger, and a couple of people were over 100 years old. We need to keep this dedication and commitment going, this recognition of what we have done to come to where we are today.

I also had the opportunity to go the Cross of Sacrifice in North Adelaide following the march, an area of absolute quietness to reflect on history and so on. Also, along with the member for Frome, I had the opportunity on the way home from the Adelaide services to call in at Watervale, a little community in the Clare Valley. They do not have a dawn service; they have a service at the going down of the sun. That is ideal because, as others members find with all the dawn services, it is hard as a local member to go to all of them. When I was the member for Frome, I was able to go there at 5.30 in the afternoon, and I must admit the camaraderie afterwards was absolutely fantastic.

The Returned and Services League of Australia is to be congratulated on running magnificent services across all of South Australia. The RSL's ANZAC Day committee, so ably led by Mr Ian Smith, does a magnificent job to ensure we commemorate ANZAC Day in a solemn and appropriate manner. The over 103,000 Australians who paid the ultimate sacrifice deserve nothing less. I have heard from the state president, Mrs Cheryl Cates, that attendances at dawn services were the highest in five years. These services are an important part of how we remember those who have sacrificed so much to preserve our way of life.

I am acutely aware that apart from our World War II, Korean and Vietnam veterans, Australia has deployed in excess of 65,000 men and women to theatres of conflict since 1999, many of those from South Australia and many of them on multiple occasions. It is my hope that we will enjoy the benefits of what they and previous generations of Australian Defence Force personnel have fought and died to preserve—whether it is summers by the beach, rounds of golf, enjoying the company and food of people from across the world we welcome to our nation and our state, following your favourite football team (I am not too sure about the Crows after last week) or, more importantly, watching daughters, sons and grandchildren enjoy the freedom to grow, learn, explore and follow their dreams in a safe, tolerant and supportive manner.

Our former Prime Minister John Curtin expressed this sentiment not long before his death in 1945 when he said:

Is not ANZAC Day a day that breathes the very soul of freedom?...And is not freedom the hope of the world?... The men of ANZAC handed on a torch, now firmly clenched and carried high, by the fighting men of today. From their hands it will go on to the coming generations.

It is most important—and I keep going on about this—that we keep going on and not only commemorate and remember the sacrifices those young kids made over many years and over all the generations but also remember, as the member for Hammond indicated, the families left behind and the trauma, the anguish and the mental health issues. ANZAC Day will always be a very sombre time of reflection in our nation's history. Lest we forget.

Ms PRATT (Frome) (12:29): I wish to thank the member for Hammond for bringing this motion. I rise to speak with great sincerity about ANZAC Day and our service men and women. ANZAC Day in the electorate of Frome was spent in solemn reflection alongside thousands of people who turned out to pay their respects at dawn to the fallen, the returned, the widows, the children and those currently serving. I rise today to express my heartfelt gratitude and appreciation to the RSLs across the electorate of Frome, as well as community organisations throughout the Mid North who were able to turn out and put on a remarkable ANZAC Day service yet again.

These services were not only a moving tribute to our fallen heroes, but also a testament to the spirit of unity and remembrance that lies at the very heart of our society. I was delighted to witness the active participation of young people in all the ANZAC Day events that I was able to attend. Seeing the younger generation engage with such enthusiasm and respect was uplifting and inspiring and noted by the older attendees at multiple services that our contribution, our respect and our traditions are in safe hands with the next generation. We saw them fostering a sense of pride, gratitude and responsibility in their younger years.

The involvement of schools, youth organisations and local clubs in organising their various activities to complement and showcase the collective efforts also ensured the continuity of remembrance and respect. As the member for Stuart touched on previously, it is uncommon in country electorates that one can attend many activities, but I was pleased that some events were staggered so I was able to attend a number of community events.

I started my morning in the fabulous community of Two Wells at the southern end of Frome. The turnout was extraordinary. Mayor Mark Wasley and I are pretty confident that we saw numbers between 1,500 and 2,000 standing at dawn at the memorial. Something very special took place at that time. The *Indian Pacific* train had requested, through its agency, whether its travellers could stop and participate in a dawn service and Two Wells was the spot. We heard the train's dinging and coach buses brought travellers probably from all across the country to participate in a very special dawn service at Two Wells where I was honoured to deliver the ode. No more sacrosanct words can be spoken on that day.

Credit goes to the organisers. Kay Boon was the MC, the Pellizzari family and many volunteers were responsible for the breakfast afterwards and 300 or 400 people participated in that in the absence of an existing RSL. I repeat, not just RSLs but community groups are committed to preserving the traditions of ANZAC Day.

I followed that service with participation in the Wasleys memorial service. The township of Wasleys is marking its 150th anniversary as a town. In more specific terms for ANZAC Day with special guests we saw an unveiling by local artist Glen Haar of his commemorative statue nicknamed affectionately 'Charles'. You need to see 'Charles' to understand that in all of his metallic glory there are pieces missing from his form. That is really to signify the fact that no service person returns home in one piece.

Following Wasleys, I was able to dash across the electorate to Manoora. Country MPs know that whether it is big towns or small, you are going to experience a very touching service and Manoora was no different. We were all blessed to experience the detailed history of the HMAS *Manoora* serving in World War II. She had been commissioned with her sister ship, the HMAS *Kanimbla*, at the time commissioned as an ocean liner but, when needs must, by 1939 she was decked out to serve her country as an armed merchant cruiser. I thank everyone at Manoora for their attendance and the fellowship we enjoyed in the hall afterwards over soup and supper. It is clear, as I said, in big towns and small, the preservation and tradition of ANZAC Day is holding strong.

I want to echo the sentiments of the member for Stuart in his commitment after a long day to attend our fabulous, eerie and touching service in Watervale. It is a very special and unique service to find at dusk, at the going down of the sun. Our mark of respect is not complete at 6.30 in the morning, but it is an entire day of opportunities to pay our respects, and Watervale certainly does this very well, supported by the Clare town band and Leonie Moore's dedicated attention to pulling together the evening service.

I thank both the member for Stuart and the member for Hammond for their commitment to the mental health priorities of our veterans. Holding the mental health portfolio, I think it is essential that across the chamber, across government and across portfolios we make sure that their needs are front and centre. I will just touch briefly on a story that came to light from locals in the electorate of Frome, across different townships, about Private M.F. Haydon 2nd AIF.

Michael Francis Haydon was born in Saddleworth in 1919. He left his schooling in Saddleworth at 12 and began work as a general farmhand milking cows and, in his late teens, droving sheep. When World War II broke out, he worked out that he was going to be paid more in the Army than as a drover and he enlisted. He joined the convoy that left Melbourne bound for the Middle East in 1940, and he served on the frontline at Tobruk. Mick was a resilient man. He suffered gunshot wounds to his thigh, resulting in an overnight stay in hospital, and returned to re-join his unit the next day, as so many men did.

About a month later, he was shot in his leg and shrapnel wounds to his right thigh occurred, requiring a hospital stay of 11 days this time. A few months later, a recurrent ulcer on his ankle became infected. I will not expand on all the injuries he sustained, but it is symbolic of many men at the time as to the injuries that they sustained. On several occasions, larrikin Mick went AWOL or participated in conduct to the prejudice of good conduct and military discipline, which sadly saw him confined to barracks and forfeit pay. I am sure he was not on his own.

Upon returning to Australia, Mick settled in Saddleworth and met the love of his life, Connie. He was a founding member of the Saddleworth RSL sub-branch, secretary of the football club, patron of the cricket club, president of the Night Owls Bowling Association, greenkeeper of the bowling club and committee member of the Saddleworth springtime dinner dance. His dedication to the returned service community, as well as his own, saw him awarded life membership of the RSL in 1983, and I know across all our electorates and communities there are many stories like his.

In closing, I want to take this opportunity to again pay my thanks to those men, women and precious animals who have previously served, and perhaps paid the ultimate sacrifice for our country, and to those who continue to serve to the present day. I commend the motion.

Parliamentary Procedure

VISITORS

The ACTING SPEAKER (Ms Stinson): I will turn to the member for King in a moment, but I just want to acknowledge the presence in the gallery of students from Blackwood High—year 11, I believe—who are guests of the member for Waite.

Motions

ANZAC DAY

Debate resumed.

Mrs PEARCE (King) (12:39): I feel humbled to have been able to pay tribute this past ANZAC Day to our service men and women who sacrificed so much to give us the freedom and the lives that we enjoy today. I feel humbled that we were able to come together as a community to honour, remember and give thanks to the men and the women who have served and continue to serve our nations in conflicts, peacekeeping missions and humanitarian operations around the world. We honour those who have fallen, those who were wounded and we acknowledge their extraordinary acts of bravery and heroism, and we mourn the loss of life both of the personnel and of the animals.

When I think of our ANZACs, the words that come to mind are courage, mateship, self-sacrifice and endurance, and a willingness to support others no matter what. I appreciate that

when most of us picture the Australian Imperial Force during the First World War, white men from Anglo-Saxon backgrounds seem to dominate. But closer examination of war service records and other sources reveal a vibrant tapestry of different cultures, languages and traditions amongst the ranks.

Men from nearly every continent and creed served in the Australian Imperial Force. At the time, many volunteers often had to overcome Australia's White Australia policy before they could be accepted. We recognise that whilst their backgrounds and life experiences were different, these brave men all shared one common goal: to defend Australia and its values. It was an honour to attend an event which acknowledged this, hosted by the Druze community. At this event, we shared stories of the many in the Druze community who served, stories like that of migrant Private Vincent Mahboub, who arrived in Australia as a baby from the Ottoman province of Syria, now Lebanon, to start a new life in Australia with his parents.

At the young age of 18, the private's parents gave their permission for their only child to enlist in war, and off he went. He fought in areas around Amiens and Villers-Bretonneux, but his time as a soldier was regrettably short lived. He was just 18 years old and had only been on the frontline a little over a week when he was killed instantly by an exploding shell. I note that his two younger brothers, born after his death, also served in World War II and thankfully they did return home safely.

In the years since the First and Second World War, our military has continued to attract men and women from diverse backgrounds. Our service men and women have served in conflicts all around the world, from Korea to Vietnam, Iraq to Afghanistan, and it is so important that we remember them all, we share their stories and we learn from them.

I would like to take a second to note that I am proud that the South Australian government is investing in the future of the state's veterans, Australian Defence Force members and their partners with the delivery of a second career mentoring program, with applications for the 2023 program now open until 11 May 2023. We are proud of our veteran community, and this program is a fantastic opportunity to support those who have served to achieve success in their professional lives.

Furthermore, in March this year the government announced that South Australia will formally recognise the contribution and personal sacrifices made by war widows and widowers with an annual day of commemoration on 19 October. These are just two recent examples of the services and support the South Australian government has invested in for our veteran community, and I thank the minister for his efforts in this space.

As we remember the men and women who wear or have worn the uniform, we also remember the families who have endured hardships and heartbreak. At this special time of year, each of us has the special opportunity to consider how we can preserve what our soldiers fought so hard to protect, extend greetings of peace and open our arms and our hearts to each other.

That is exactly what we did in my community in myriad ways. As I stated, I commemorated with the Druze community, but I also supported the fundraising efforts of the Tea Tree Gully RSL and attended their dawn service. I attended a commemoration service at a Lifestyle Village in Salisbury East, where I spoke with veterans from the Vietnam War, which this year, I note, is their 50th anniversary. I attended the City of Playford's youth vigil, and I attended the Pegasus Pony Club's ANZAC Day Hack show.

In fact, I have one more ANZAC event to go to a little bit later this week, with a local school commemoration at which the member for Wright and Minister for Education will be joining me. All these events have been very different. All were created to commemorate and honour those who have served with the community. I thank them all, and I would also like to thank the One Tree Hill Institute and Salisbury RSL for their efforts to commemorate with our community. There was a strong attendance everywhere I looked, and I am so honoured to have stood beside so many. Lest we forget.

Mr BATTY (Bragg) (12:44): I, too, rise to speak on this motion acknowledging ANZAC Day. I thank the shadow minister, the member for Hammond, for bringing this motion before the house because it is an important opportunity for this house to acknowledge the service and to honour the sacrifice of all those who are serving and all those who have served, fought and died for our country,

just as so many across our state and our country did through acts of commemoration on Tuesday morning last week.

Some of those who made the ultimate sacrifice for the freedoms that we enjoy today hailed from my own electorate. Some 100 of those are commemorated at the Burnside District Fallen Soldiers' Memorial in Rose Park, where I attended a dawn service last week. It is a very striking memorial, listing the names of locals who fought and died for the freedoms that we enjoy today.

They were locals like Private Thomas Clifford Adams, who was born in Burnside, attended Marryatville grammar and worked as a clerk before being killed in action on 21 September 1917. He was just 32 years old, my age. Second Lieutenant Clifford John McWhirter was born in Rose Park, attended Rose Park Primary School and died of wounds on 6 October 1918 in Palestine. He was only 19. Corporal Reginald Ferguson Wark was born in Eastwood, the suburb where I now reside. He lived there most of his life, working as a civil servant, before being killed in action on 6 July 1918 in France.

I think it is particularly poignant when we look at the names behind the numbers and we look at the stories behind those names. These are just three examples of brave local soldiers, stories that hit close to home, who died fighting for the freedoms that we enjoy today. It was those three men, and the thousands of men and women like them, I remembered on ANZAC Day last week.

I also want to take this opportunity to acknowledge the various organisations around South Australia who helped us in those acts of remembrance and commemoration last week. Locally, there are three organisations I would like particularly to acknowledge. The Friends of the Rose Park memorial arranged the dawn service that I attended last week in conjunction with the City of Burnside. The Kensington Park RSL also hosted a very well-attended dawn service. I was able to make it down there a little later in the day to enjoy a barbecue and a beer after their service.

Also, the Royal Australian Regiment Association Burnside not only hosted a dawn service on ANZAC Day but also organised a service the day before at the Regis aged-care home in Linden Park to give those residents who might not otherwise have been able to attend an ANZAC Day dawn service the opportunity to pay their respects. I thank all those organisations for their work. I once again acknowledge the sacrifice of all those who have served or are serving. Lest we forget.

Mr WHETSTONE (Chaffey) (12:48): I rise to support the shadow's motion this morning. It is an important motion because it is a day of remembrance and it is a day of paying respect, just like I did on ANZAC Day and at functions before ANZAC Day. There were thousands of Riverlanders who were working on fruit blocks who left their families behind and enlisted to fight, and some never returned. Our service men and women showed strength, courage, determination, endurance, mateship and bravery to represent their country and give us the freedoms that we currently enjoy today.

Over the course of ANZAC Day it is one of the very proud moments in my role as an MP to be able to go out and show respect and visit those ceremonies on the day. On ANZAC Day I was able to go to a number of services. At the dawn service at the Berri Barmera Garden of Memory, we saw over a thousand people attend, and it was a great ceremony. Speeches at all of the services were quite moving, as they always are. It does just remind us of the sacrifice that men and women paid to give us freedom.

I then moved down to Waikerie, where they had their mid-morning service. There were about 500 people there. That was a very healthy number in attendance there, where, again, I laid a wreath and passed on the respect on behalf of the people of Chaffey. I then moved to Renmark, where we had the late morning service, and again that was very well attended. Renmark has two services, the dawn service and a late morning service, to cater for all those, particularly the elderly, who might be a little bit restricted with movement and getting up early unaided, and so I think it is important that everyone has that opportunity.

I also attended the Loxton RSL dinner. That, too, was very well attended. It was a mark of respect for the still acting service men and women. It also gave us time to listen to some of the stories. Howard Hendrick, a 99-year-old serviceman, is still healthy, still does not wear reading

glasses and still has a very bright brain. He is very active in the community. He really is one of the great stalwarts in this country who fought and represented our freedoms.

It was a momentous day once again, as it is every year. We are seeing more young people coming to these services and more people who are engaged. Sporting communities and school communities send students and representatives to lay wreaths and to show a sign of respect. It is a very good motion by the member for Hammond. It is a motion that I think every member in this place should make a contribution to. I am a little bit sad that there are only some who have. I think by and large it is a day of remembrance, it is a day of respect and it is something that I am very proud to be a part of.

Mr COWDREY (Colton) (12:52): I rise today to support the motion brought by the member for Hammond acknowledging ANZAC Day this year. Locally, it has been a longstanding tradition for the ANZAC Day service in the Henley area to be held on Seaview Road outside the memorial. In the past couple of years with the impact of COVID we had the Light Up the Dawn service, where everyone congregated at the end of their driveways.

The following year we held the service at the Henley Memorial Oval, home of the Henley Sharks Football Club, which was a fantastic event allowing everyone to spread out. Given the works that were happening at the Henley & Grange RSL, that also provided an ability for the community to get together and celebrate and remember the sacrifice of those who did that for us to allow us to continue to have the freedoms that we enjoy today.

I want to take the opportunity to thank Malcolm Whitford and his team for organising the service again this year. It is a very underestimated task to put together the ANZAC Day dawn service for the area. It is something that I am sure the community is thankful to him and his team for doing. A large number of schools were represented this year by students who came down early that morning to pay their respects and to lay wreaths. I will not name all the schools, but it certainly stood out to me that around the district more and more of our primary schools are coming down and actively getting involved in the ANZAC Day service each and every year.

The Henley service is special in that so many of our community groups do get involved, from the local Henley surf club to the over 50s club to a range of other service organisations, the Western Hospital—all of our community comes together on that morning. It is very special. When the *Last Post* is played during that service it is a time of solemn reflection. One of the special things about having the service so close to the sea, again, is that during the moment of silence you do hear the waves crashing in, something that does lend a tip to, obviously, the Gallipoli landing. With so many of our campaigns in war having been so closely associated with the sea, I think it is something that is extra special.

Can I again thank the Henley & Grange RSL not just for organising the service but also for their hospitality to the wider community—for welcoming the wider community into the brand-new and newly refurbished Henley & Grange RSL building that was just recently opened. It was great for them to have the opportunity to share that facility with the wider community on such an important day. Let us not forget.

Mr TELFER (Flinders) (12:55): I rise to quickly make a contribution to this important motion from the member for Hammond to recognise the sacrifice of so many. The first time that this was brought to our attention as a country really was around the Gallipoli landing and the sacrifice that was made by so many and the sacrifice that continues to be made that we remember on ANZAC Day. It is a unique day in Australia: communities across our vast lands take time to stop, take time to remember, take time to recognise that we would not have the country that we have and we would not have the freedoms that we have without the sacrifice that was made by those many soldiers throughout many years.

Within my electorate there is a vast distance between communities. As the member for Flinders, it is challenging to get to the different communities, but I managed to be able to spend some time at the dawn service at Port Lincoln, which is the biggest centre but by no means the most prominent one. For me it was really important to be able to stop and remember what we as Australians should always hold dear—those freedoms which were long and hard fought for.

I would like to recognise the President of the Port Lincoln RSL, Gary Clough, as well as Private Marlee Anderson, who is an active member of the Port Lincoln RSL and also someone who shared her thoughts on what that day meant to her as a modern-day representative of the Australian Army.

Communities all across my electorate, communities all across our state take time to stop and remember on ANZAC Day the sacrifice that was made and the sacrifice that continues to be made by those who are willing to stand up for our freedoms and fight for our freedoms.

I would also like to recognise that the RSL in Port Lincoln continues to invest into the commemoration of that. They have a fantastic museum at the RSL in Port Lincoln, which I would encourage everyone to stop and visit, because if we lose track and perspective of that sort of history, I think we lose track and perspective of who we are as a country.

It is an important day to stop and remember, but every day we should continue to lean on those freedoms that were fought for long and hard by our predecessors. Lest we forget.

Mr PEDERICK (Hammond) (12:58): I wish to thank all the speakers who have commented and spoken on this very, very important motion commemorating the service of men and women for well over a century for this great country. All I would like to say to all those service men and women is may we never forget. Lest we forget.

Motion carried.

Sitting suspended from 12:59 until 14:00.

Petitions

POORAKA PRIMARY SCHOOL

Mr BROWN (Florey): Presented a petition signed by 307 residents of Pooraka and greater South Australia requesting the house to urge the government to work with the City of Salisbury to assist with the installation of a pedestrian actuated crossing and associated speed detection devices on South Terrace near Pooraka Primary School.

NEW WEST ROAD, PORT LINCOLN

Mr TELFER (Flinders): Presented a petition signed by 339 residents of South Australia requesting the house to urge the government to return the speed limit along New West Road in Port Lincoln to 60 km/h.

FREE CAT DESEXING PROGRAMS

Ms THOMPSON (Davenport): Presented a petition signed by 11,034 residents of South Australia requesting the house to urge the government to include free cat desexing programs in the Dog and Cat Management Act 1995 currently under revision.

Ministerial Statement

HIGH-RISK INCIDENT, CRYSTAL BROOK

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:01): I seek leave to make a ministerial statement.

Leave granted.

The Hon. P.B. MALINAUSKAS: I rise to update the house on a serious incident that has occurred this morning involving South Australia Police. South Australia Police have confirmed that they have responded to an incident at Crystal Brook. Paramedics have attended the scene after reports of multiple people being injured. I have been advised that two officers have been injured after an incident with an alleged offender. The alleged offender has been shot and is deceased.

This is obviously an evolving situation and will be difficult news for the South Australian community to absorb. I have been briefed on the incident by the police commissioner this afternoon. South Australia Police has also undertaken to update the public as new information becomes available.

Our frontline police do an inherently difficult and dangerous job each day when they go to work. They exercise this duty with courage and bravery. My thoughts and, I am sure, those of all members are with these two officers and their families. I would like to extend our thoughts and our well-wishes to the wider SAPOL family and all the officers who work so hard to keep our community safe.

Honourable members: Hear, hear!

The SPEAKER: I understand we may be turning to the Minister for Police, on indulgence.

The Hon. J.K. SZAKACS (Cheltenham—Minister for Police, Emergency Services and Correctional Services) (14:03): On indulgence, I further add that I have been briefed on this matter by the police commissioner and extended the support and any assistance necessary of the government of South Australia to the families through the Police Association.

I have also recently been in contact and spoken personally with the member for Stuart, the local member for the area, who I have also expressed support with. Of course, this is an incident that will impact all of South Australia but is having an particularly acute impact on the community of Crystal Brook.

This is a reminder of the inherent dangers that policing has. It reminds us all in this place—not that we need reminding—that every day that police go to work is a day that they may face danger. In saying that, never should this type of horrific action and this horrific violence be envisaged, and nor should we ever accept it as a community.

HORNE, MR I.

The Hon. A. MICHAELS (Enfield—Minister for Small and Family Business, Minister for Consumer and Business Affairs, Minister for Arts) (14:04): I seek leave to make a ministerial statement.

Leave granted.

The Hon. A. MICHAELS: I would like to acknowledge the career of Mr Ian Horne, Chief Executive Officer of the Australian Hotels Association, South Australian Branch, who will be retiring from the role in July. Ian replaced the late Bill Spurr AO as CEO of AHA (SA) in 1986 and has led the organisation for 31 of the last 38 years, separated by a seven-year period leading the Motor Trade Association from 1998 to 2005.

When Ian first joined the AHA (SA) the majority of hotels were very male-dominated, front-bar drinking venues. Over the course of his career, these same venues have evolved into family-oriented dining experiences, accommodation and tourism destinations, events and function facilities and entertainment specialists. Ian's impact on the hospitality industry has been profound across all aspects of the industry, including tourism, training, industrial relations, liquor licensing and gaming.

Ian is well known in this place for continuously lobbying for the preservation of South Australian hotels. He has made every effort to support the interests of AHA members, which is quite an achievement for such a varied industry ranging from major international accommodation and entertainment venues to mum-and-dad owned country pubs. It is also important to acknowledge Ian's wife, Lyndsay, who has always been at his side throughout his lengthy career.

Whilst Ian may be retiring, it is understood he will still be involved in the association through various projects in an advisory capacity, while having more time to focus on other interests such as riding his Harley-Davidson on Sundays. Ian leaves a legacy to the AHA of stability, influence and strong economic contribution to the state, and I wish Ian all the best in his retirement.

While I thank Ian for his service to the South Australian hospitality industry, I would like to congratulate Anna Moeller on her appointment to step into Ian's very big shoes. Starting her career as a licensing and gaming lawyer, Anna has a wealth of knowledge which she has utilised in her role as deputy CEO. Anna it will become AHA's first female CEO in 153 years, and I look forward to continuing to work with Anna as she leads the organisation into the future.

*Parliamentary Committees***LEGISLATIVE REVIEW COMMITTEE**

Mr FULBROOK (Playford) (14:06): I bring up the 24th report of the committee, entitled Subordinate Legislation.

Report received.

Mr FULBROOK: I bring up the 25th report of the committee, entitled Subordinate Legislation.

Report received and read.

*Parliamentary Procedure***VISITORS**

The SPEAKER: Before we turn to questions without notice, I recognise the presence in the gallery today of students from Blackwood High School. Welcome to parliament. I understand you are guests of the member for Waite. I also recognise the presence of Dale Beasley, secretary of SA Unions, guest of the member for Gibson.

*Question Time***DEFENCE SHIPBUILDING**

The Hon. D.J. SPEIRS (Black—Leader of the Opposition) (14:09): My question is to the Premier. Has the Premier received assurances from the Prime Minister that the Hunter Class Frigate Program will not be cut and that we will have a continuous naval shipbuilding program at Osborne? With your leave, sir, and that of the house, I will explain.

The Hon. D.J. SPEIRS: Last week, the federal government announced that it would review the Royal Australian Navy's surface fleet leading to widespread speculation that the Hunter class frigates could be reduced from nine to three.

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:09): I thank the Leader of the Opposition for his question, it is a really important one. The commonwealth, obviously, last week released the Defence Strategic Review (DSR)—a very important document and at a critical time in the context of our national affairs more broadly.

The Defence Strategic Review had a suite of recommendations within it, and a number of them, naturally, I have taken up with the commonwealth government. There is a range within that which pertains to the interests of South Australia and which focuses directly on the Leader of the Opposition's question around the Hunter class and the surface ship fleet build. Contained within the recommendations of the DSR—and the most important—is an explicit commitment ensuring that there is a policy that maintains continuous ship production specifically here in South Australia.

The review that the commonwealth is undertaking naturally includes a review into the surface ship program, including the Hunter class, but that recommendation has to be considered in the context of the other recommendation which makes an explicit commitment towards continued building of surface ships here in South Australia. The Hunter program is very much consistent with the delivery of that.

The Hunter program is a huge piece of work, which is obviously being led through BAE here at Osborne, where we see significant works already being invested in and undertaken, including the current production of the prototype. It would be very disappointing if any of that were to be lost, which is why I think the commonwealth is going through an exercise to look at the way the Hunter class program can be improved for the purposes of meeting the Navy's capability.

What we do accept, and I think most experts who have commented on this accept, is that it is reasonable for the commonwealth to review the operation of Hunter in the context that is now being made in a very different decision framework than was the case when the Hunter was originally committed to. That is to say, when the Hunter project was originally commissioned the Navy, or the commonwealth, was acquiring diesel electric submarines versus nuclear submarines.

The question there to be answered is: how can the Hunter class program, or any other surface ship program, now be pursued in the context of having a very different capability for subsurface Navy capacity?

I have made clear, in direct response to the Leader of the Opposition's question, to the commonwealth that the state government will be activist in ensuring that they live up to their obligations, their unequivocal commitments to the people of South Australia, and the country more broadly, that we have a continuous ship build not just in terms of the submarine program, not just in terms of FCDs and other works for the Collins class program, but a continuous ship build for surface ships here in South Australia orientated at Osborne. They are very aware that is the state government's position.

We do intend to make a submission to that review that the federal government is undertaking. They have made it clear that that review will be done this year, so we keenly await the outcome of it. However, for all people involved in the industry, particularly the many workers we have at Osborne working on the Hunter class program, rest assured that, as it stands, the commonwealth government is absolutely committed to the maintenance of that program of work and, more than that, the state government will be doing everything we can to ensure that the commonwealth honours those commitments every step of the way.

DEFENCE SHIPBUILDING

The Hon. D.J. SPEIRS (Black—Leader of the Opposition) (14:13): My question is, again, to the Premier. Has the Premier received assurances from the Prime Minister that the full life-of-type extension will go ahead for all Collins class submarines? With your leave, sir, and that of the house, I will explain.

Leave granted.

The Hon. D.J. SPEIRS: The ABC reported on Monday that the federal defence minister said that keeping the Collins going until the nuclear submarines are operational is, and I quote, 'not a great answer'.

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:14): Yes, we have sought those assurances from the commonwealth and have made it clear that both the FCD work and the life-of-type extension work for the Collins class program is set to occur, and in fact needs to occur to ensure that the Navy maintains its capability for the submarines until we start to acquire the Virginia class and then following that the locally built SSN-AUKUS submarine.

DEFENCE SHIPBUILDING

Mr PATTERSON (Morphett) (14:14): My question is to the Minister for Defence and Space Industries. Has the Deputy Premier sought guarantees from the federal defence minister that no anticipated jobs will be cut from the 100 class frigate program and, if not, why not? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr PATTERSON: On 22 March, the Deputy Premier said:

Once the frigates scale up, there will be around 2,800 jobs associated with that and, including those, it is anticipated there will be about 5,000 jobs in the South Australian workforce associated with both the building and also the supply chain involvement.

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:15): I thank the shadow minister for his question. Yes, central to our advocacy to the federal government in and around the AUKUS submarine program, but also around the Defence Strategic Review, we have made it clear that we want continuity of work so that jobs can be maintained. More than that, the DSR acknowledges that in itself, because what everybody in the commonwealth now appreciates is that any decisions that are taken that would cede to a future valley of death or the loss of workers from this industry compromise the Navy's capability in the long term. It is that simple.

There is a direct correlation between the maintenance and security and ongoing nature of work and the Navy's capabilities. The DSR in itself recognises that now more than ever naval

capability in this time, in this age is essential to the national defence effort. What we do down at Osborne matters. The maintenance of the skilled workforce down there into the future matters. We are going through a process at the moment where the state government, in conjunction with the federal government, is turning its mind to what we can do to incentivise and attract young people to make a lifelong career choice to participate in the naval shipbuilding industry.

One of the most important things we can do, of course, is give them confidence that there will be work there for generations to come. We now have that pipeline of work. Between surface ships, LOTE, FCD and what is happening with SSN-AUKUS into the future, there is that pipeline of work so that a student in years 8, 9, 10, 11 or 12 today can say, 'That's where I am going to work and have a career of choice that is extremely fulfilling and lucrative financially,' for the rest of their lives.

That matters, and we are turning our minds to how we can attract more people into the workforce rather than occupying ourselves with concerns about losing people from the workforce. If the policy is maintained, not just by the current federal government but by whatever government succeeds it into the future, if the policy is maintained in a bipartisan way, we are capable of delivering the Navy the capability that it requires to provide generations of South Australians with an opportunity to have really high quality jobs here at home.

I think the task between all of us in this parliament—and I mean literally all of us in this parliament—is to make sure that we see a maintenance and a continuity of policy that has been lacking up to this point that will serve the state's interests in the long term.

DEFENCE SHIPBUILDING

Mr PATTERSON (Morphett) (14:18): My question is to the Minister for Defence and Space Industries. Has the Deputy Premier received advice that any part of the Hunter build could be replaced by other work? If so, has the Deputy Premier received assurances that such work would take build place at Osborne? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr PATTERSON: In recent days, it has been reported that part of the Hunter build could be replaced by Spanish shipbuilding company Navantia's air warfare destroyer program, for which the Premier advocated in February. It was later revealed that Navantia's proposal was likely to offshore the build to Spanish shipyards.

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:19): I thank the shadow minister for his question. Navantia have naturally taken an interest in any opportunity they can. The air warfare destroyer, of which there are three, all built here at Osborne in South Australia, is a highly capable surface ship that the Navy has been, as I understand it, very happy with the performance of ever since those ships left our yards in Osborne. I think questions of this nature invite scrutiny of whether or not governments past made the right decision to stop the air warfare destroyer build, rather than continuing it. I'm not suggesting that we want to go down a partisan approach where we can start to scrutinise what contracts were torn up and when and what decisions were made and how. What I instead invite the parliament to consider—

Members interjecting:

The SPEAKER: Order!

The Hon. P.B. MALINAUSKAS: Like I said, I'm going to do my best to maintain a degree of nonpartisanship on this issue, but what is clear is that the Navantia proposition for air warfare destroyers is one of a very different ilk to what is occurring at the moment in South Australia in respect to the Hunter class. We will wait and see what the outcome of the government's review is, but whatever that is what is critical is their commitment to ongoing service ship construction here in Osborne because it's that recommendation and that commitment—that recommendation, which I should say, has been accepted by the federal government, which amounts to a commitment—that young South Australians and everyone working down at Osborne can rely upon about the continuous nature of their employment in these roles going forward.

*Parliamentary Procedure***VISITORS**

The SPEAKER: Before I call the member for Davenport, I recognise the presence in the gallery today of Harvey Foster, Elaine Foster and Jacqueline Baker, each from the Elizabeth Grove Soccer Club, which I understand are the Peckers, guests of the member for Elizabeth. Welcome to parliament.

*Question Time***MOTOR NEURONE DISEASE**

Ms THOMPSON (Davenport) (14:21): My question is to the Premier. Can the Premier update the house about MND SA's Walk to d'Feet MND event and what the government is doing to support MND SA?

The Hon. P.B. MALINAUSKAS (Croydon—Premier) (14:21): I want to thank the member for Davenport for her question and her advocacy on behalf of all those South Australians who have been diagnosed with MND and all the families around them. I know that this is a subject that is very close to the member for Davenport's heart. I enjoyed the opportunity to be with her on Sunday morning, right up until she poured a bucket of ice water on my head. It's an important question on an important subject.

Often in this place when we talk about health and we talk about billions of dollars being expended, that's important and deserves scrutiny, but sometimes it's the little things that can make the biggest difference. Extraordinary advocacy during our period in opposition from Graham made it clear to us that there were a group of people who were being diagnosed with MND in South Australia who were being completely left behind simply because they missed out on a lottery of life not just because they were diagnosed with MND but because they were diagnosed after the age of 65.

At any one point in time in South Australia, there are between 100 and 150 people who have MND. It is an awful disease that is particularly difficult on those people who are diagnosed with it but also family members around them. It's a really difficult one to observe. What happens, of course, is that if you are 65 or under and diagnosed with MND you are readily well cared for, or as best as you can possibly hope for, through the NDIS, but if you are diagnosed just over 65 you are largely left with nothing. Of course, this happens to a very significant portion of people with MND who don't get diagnosed until later in life. I spoke to some of these people on Sunday morning.

Having heard the advocacy in opposition, we did commit to a \$2.4 million commitment that, if Labor won government, we would seek to try to address that gap where we can. I'm very pleased to confirm to the house that the first year of that funding, \$600,000, has now gone to MND South Australia to provide services to people over the age of 65 who have missed out on NDIS funding or support. That funding to MND SA is helping them employ specially trained nurses, most recently a specially trained speech pathologist, aimed at assisting those people who have been completely left to their own devices.

MND SA had their main fundraising event of the year on the weekend. There were literally thousands of people there, lots of family members, family members of those who have been deceased and lost their lives to MND. But in MND SA, there is a really good hardworking not-for-profit organisation that are only interested in the care of people who are diagnosed in this circumstance.

As a government we are trying to do everything we can and it was heartening to hear firsthand accounts of how a contribution of \$600,000, which in the context of the health budget is small beer, but how that \$600,000 per annum is literally making a world-changing difference for people in these really difficult circumstances.

I thank the member for Davenport for her advocacy in this area. I want to thank the Minister for Health who has been central to the delivery of this program. And, again, I think it is a good illustration that sometimes it is the little things that can make the biggest difference, and this was a really powerful example of that on the weekend.

PAEDIATRIC COCHLEAR IMPLANT PROGRAM

Mrs HURN (Schubert) (14:25): My question is to the Minister for Health and Wellbeing. Who is leading the independent investigation into the cochlear implant program at the Women's and Children's Hospital, and when will the terms of reference and the timelines be made public. With your leave, sir, and that of the house, I will explain.

Leave granted.

Mrs HURN: On 20 March, the minister stated that an external review would be conducted by and I quote, 'an interstate expert'. On 5 April, the health chief, Dr Robyn Lawrence, told the media and I quote, 'Within the next 10 days we should be able to announce the panel and the time lines,' but almost a month later and there has been no information of the review released by the government publicly.

The Hon. C.J. PICTON (Kaurna—Minister for Health and Wellbeing) (14:26): I thank the member for her question. This is a very important topic because clearly there have been a number of children over the course of many years who have not received the appropriate care in the settings of their cochlear implants through the Women's and Children's Hospital, and we absolutely did commit that we needed to undertake an independent review in relation to how was this able to happen, how was this not detected, and how we can make sure that in the future we can improve systems so that this will not happen again.

I asked Dr Robyn Lawrence, who is the Chief Executive the Department for Health and Wellbeing, to contact and to find the best interstate experts because I believe that we needed somebody outside of the state to look at what the program had been here. She has been doing that work and we have got onboard a number of experts from Victoria who will be conducting this review. I understand a statement from her has either gone out or is in the process of being sent out right now.

I can inform the house that the people who are undertaking the review is Amanda Singleton from Victoria, who is a very experienced health practitioner and reviewer, having undertaken a number of reviews in similar clinical circumstances; as well as Associate Professor Tom Connell, who is the Chief Medical Officer at the Royal Children's Hospital Melbourne; as well as Associate Professor Anne Maree Keenan, who is the former deputy CEO of Safer Care Victoria, and Dr Jaime Leigh, who is the Cochlear Implant Clinical Lead at the Victorian Cochlear Implant Program.

So we have on board a group of very senior people who have the ability to look into all matters in relation to how this was able to occur over the course of many, many years. The department and the health network will be contacting families to let them know about this. Families will have the opportunity to have their say as part of that review and we have made very clear that that report will be made publicly available as well once it is completed.

In addition to that, interstate experts, I understand the majority from New South Wales, will be brought to be able to review children who have issues that have been identified and to have an independent review in terms of their clinical outcomes of what can be done in relation to assisting those families. So I absolutely feel for any family that is in this situation where, over the course of many years, they did not get the care that they needed through the hospital.

We are committed as a government to take this very seriously, putting in place that independent review and making sure that we can release that publicly, improve systems so that this can't happen to other people in the future.

PAEDIATRIC COCHLEAR IMPLANT PROGRAM

Mrs HURN (Schubert) (14:29): My question is to the Minister for Health and Wellbeing. Has the minister or SA Health written to all families who received cochlear implant care at the Women's and Children's Hospital over the past decade? If not, why not?

The Hon. C.J. PICTON (Kaurna—Minister for Health and Wellbeing) (14:29): As I explained to the house previously, when this was raised with the Women's and Children's Health Network last year they undertook an internal review and looked at children who were part of their program and contacted those families. When it became apparent the scale of children who were

affected, not only are we proceeding to this independent review but we have also increased the scope of who we are looking at, and been going back to 2006.

My advice is that those families have been contacted. Certainly, if there is a family that the member is aware of who hasn't, I would be very keen if she could contact us. I will make sure that they can be contacted as part of this process because we want to leave no stone unturned in terms of being able to make sure that we can assist families uncover if there are particular issues that go back a number of years. Obviously, looking all the way back to 2006, we are looking at what is the broader scope of families that we can potentially try to see if there are any issues that have occurred.

RIVER MURRAY FLOOD

S.E. ANDREWS (Gibson) (14:30): My question is to the Minister for Climate, Environment and Water. Can the minister update the house on the progress of the government-led River Murray flood clean-up?

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (14:30): I am very pleased to give an update to the house on how the clean-up is making progress. As members will doubtless be aware, Green Industries SA (GISA) has been activated as the functional lead agency to be responsible for managing the clean-up and has been working assiduously ever since.

Early in January, on the 3rd, an arrangement was made with the commonwealth to fund some \$60 million to assist with the clean-up for people living in that area whose properties had been affected, which is part of course of around \$120 million of joint funding that is being expended to assist in the community recovery, which is in fact probably the largest amount spent on a disaster in South Australia.

What Green Industries SA has done is appoint a central lead contractor who is responsible for engaging with property owners to determine whether their properties are in fact sound or require demolition and, if they do not, what work needs to be done. That agency is the Johns Lyng Group, which is the organisation that has also been doing the same job interstate on the same challenge. What we have done, though, although it is an interstate company, is ensure that local contractors are used by that company to undertake as much of the work as possible. As of 1 May, a couple of days ago, we had 22 South Australian contractors registering their interest to be able to part of that clean-up program.

We have been encouraging people who have been affected by the flood to be in touch with the government through the recovery hotline. We have had more than 4,000 phone calls and we have had registered about 1,700 properties for assistance. As of 28 April, it was 1,740 properties. Anyone in a primary residence, a shack or a holiday home, a small business or a not-for-profit organisation that has been affected by the floodwaters is eligible for free assistance through this program.

As members may be aware, there has been a voucher program that has been going for some time. Some 12,000 vouchers have been distributed and around 500 redeemed. What that means is people have up to five free vouchers to go to a waste transfer station with the rubbish they have removed from their properties to have that dealt with for free. We have also been working on taking waste from the kerbside.

As people have been able to get up to their shacks and empty out the damaged parts of the building as well as the goods they had in it, we have been going along and cleaning that up. I was there recently looking at the Bowhill and Mannum clean-up that was occurring. It seems that it has been going every couple of weeks in some of these communities that have been very badly affected. When they go back again, it's as if no-one had ever been there to clean up because a whole lot of new rubbish has been put out, which just illustrates how much damage was done by that flood.

At the moment, we are at about 38.8 per cent of waste being diverted from landfill, although that is substantially affected by the amount of sand from the sandbags that is able to be recycled into soil. There is so much damage, in fact, to property that it is hard to see that there will be as much recycling as there would be if there were a normal demolition occurring.

So what is happening now with this organisation that has been contracted is that people with properties who had registered are being phoned individually, and appointments are being scheduled to determine the quality of the housing, whether it is secure. Those structural assessments will occur over the next few months, but each day, more and more are occurring. I will just remind people of the number: it is 1800 302 787 for people to ring if they have any concerns about their properties.

BUS TIMETABLES

Mr TARZIA (Hartley) (14:35): My question is to the Minister for Infrastructure and Transport. Can the minister explain what notice bus commuters received of a recent timetable change? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr TARZIA: On Friday 28 April, changes were announced to several timetables for bus services, with the changes taking effect on Monday 1 May, only two days later.

The Hon. A. KOUTSANTONIS (West Torrens—Minister for Infrastructure and Transport, Minister for Energy and Mining) (14:35): It is a good question from my young friend the member for Hartley on Adelaide Metro changes.

Members interjecting:

The SPEAKER: Order, member for Morphett! The minister has the call.

Mr Tarzia: The elderly couldn't get to their medical appointments. It's alright if you've got a ministerial limo, isn't it?

The Hon. A. KOUTSANTONIS: I hope to have the names and addresses of all the people who missed out on their medical appointments provided to me from the member for Hartley. He has just told the house that he knows personally people who have missed—

Mr Tarzia: I didn't say that.

The Hon. A. KOUTSANTONIS: You didn't say that? Okay. See how my young friend fails at the first hurdle?

Members interjecting:

The SPEAKER: Order!

The Hon. A. KOUTSANTONIS: These are the lessons you need to learn.

Members interjecting:

The SPEAKER: Order! Personal reflections are contrary to the standing orders.

The Hon. A. KOUTSANTONIS: I agree, sir. Adelaide Metro changes its timetable up to four times a year to align with school terms and what is occurring across the network, and some bus services were modified on 1 May. It is no surprise to any South Australian that we have problems recruiting bus drivers. The privatisation contracts that the previous government—

Members interjecting:

The SPEAKER: Order, member for Hartley! The minister has the call.

Members interjecting:

The SPEAKER: Order! The member for Morphett is warned. The member for Hartley is warned. The minister has the call.

The Hon. A. KOUTSANTONIS: I have to say it is invigorating to see the enthusiasm of my young friend in attempting to be a vigorous shadow minister.

Members interjecting:

The SPEAKER: Member for Florey!

The Hon. A. KOUTSANTONIS: Given the previous government attempted to close 1,000 bus stops, I think it is a bit rich.

An honourable member: A thousand bus stops?

The Hon. A. KOUTSANTONIS: A thousand bus stops. They pretended it was only 500—

Members interjecting:

The SPEAKER: Order, member for Newland!

The Hon. A. KOUTSANTONIS: —but in fact it was actually 1,000 bus stops. I think it is a bit rich. What we have said is that while the privatised contracts are attempting to recruit drivers to replace the per cent of routes that are lost, we are committed to reinstating all those routes. There are no permanent cuts to any routes.

The problem we have here is that the private operators are having problems actually recruiting drivers. The state, fortunately, is close to full employment. We are dealing with record employment levels where the contest for labour is at an all-time high, which has also led to inflationary pressures but, of course, competition for labour is incentivised. My young friend wants us to increase the wages of bus drivers.

Members interjecting:

The SPEAKER: Order, member for Florey, member for Newland!

The Hon. A. KOUTSANTONIS: I look forward to the policy proposal by the shadow treasurer to increase the costs—encouraging them to be happy.

Members interjecting:

The SPEAKER: Member for Morialta!

The Hon. A. KOUTSANTONIS: We are currently about 10 per cent down on the number of drivers that we need to operate our fleet, and that is because of a number of reasons. One is that it is a competition for labour. We are in an almost full-employment state, where we have record levels of employment in South Australia. I know the opposition thinks that through the pure power of their personality they can fill these vacancies, but in the real world—

Members interjecting:

The SPEAKER: Order!

The Hon. A. KOUTSANTONIS: —we need to make sure that we can actually have an active program. We are doing everything we can to try to get many drivers back. We do have a program in place.

Members interjecting:

The SPEAKER: Member for Hartley!

The Hon. A. KOUTSANTONIS: We give people as much notice as we possibly can when routes are being cancelled because of a lack of drivers, but what we do say that is different from our predecessors is that, unlike the planning of permanent cuts that they were making of nearly 1,000 bus stops, all of these routes will be reinstated.

BUS TIMETABLES

Mr TARZIA (Hartley) (14:39): My question again is to the Minister for Infrastructure and Transport. Can the minister ensure announcements for bus timetable changes will provide sufficient time for commuters to rearrange their daily affairs?

The Hon. A. KOUTSANTONIS (West Torrens—Minister for Infrastructure and Transport, Minister for Energy and Mining) (14:39): Yes.

LOCAL GOVERNMENT BOUNDARIES

The Hon. J.A.W. GARDNER (Morialta—Deputy Leader of the Opposition) (14:39): My question is to the Minister for Local Government. Can the minister describe the level of consultation he expects of the Local Government Boundaries Commission when consulting on boundary adjustments, and to what degree does the government give precedence to community views in their final decisions? With your leave, sir, and that of the house I will explain.

Leave granted.

The Hon. J.A.W. GARDNER: As I understand, Campbelltown council is preparing to consider whether or not to commit funds to a review of its boundary with the Adelaide Hills, and ratepayers and councillors have approached me with questions about whether the government might overrule the advice of such a review. But, by the same token, Adelaide Hills residents in the area in question have also asked me how seriously their concerns—very strong concerns in many cases—will be taken in the community consultation, should a review take place.

The Hon. G.G. BROCK (Stuart—Minister for Local Government, Minister for Regional Roads, Minister for Veterans Affairs) (14:40): Thank you to the member for the question. As you are all aware on the other side, the Local Government Boundaries Commission is independent. It's away from the minister and the Office of Local Government (OLG). I will get more information for the member specifically for those questions and those councils he is talking about and come back with a more definite solution for his information, but I have to reinforce that the boundaries commission is independent, away from the parliament itself.

LOCAL GOVERNMENT BOUNDARIES

The Hon. J.A.W. GARDNER (Morialta—Deputy Leader of the Opposition) (14:41): Supplementary: I thank the minister for taking the question on notice. In seeking that information, can I ask him: given the commission is independent, as he has said, but they make a review to the minister and the minister has the final decision, does the government have a policy as to the weighting that it will give to local community consultation, which forms part of that review?

Members interjecting:

The SPEAKER: Order! I am going to allow the question.

The Hon. G.G. BROCK (Stuart—Minister for Local Government, Minister for Regional Roads, Minister for Veterans Affairs) (14:41): Again, thank you very much to the member for Morialta. What we will do, as I said, is once all those reports come in to myself I will analyse the whole lot and take some advice on that, but again I am happy to take that on board and get back to you with that for information.

LABOUR FORCE DATA

Mr ODENWALDER (Elizabeth) (14:41): My question is to the Treasurer. Can the Treasurer provide the house with an update on the South Australian economy?

The Hon. S.C. MULLIGHAN (Lee—Treasurer) (14:42): Indeed, I can. I am very pleased to report to the house that, since we last met, three weeks ago there was a further update to labour force data from the Australian Bureau of Statistics. Once again, as we saw in the previous month, records have been broken for the performance of the state's labour market.

The March data was the strongest month on record for South Australia's labour force, beating the previous record set only the month before. Our unemployment rate is now at its lowest level since monthly records began, at 3.7 per cent in seasonally adjusted terms. This is lower than Queensland and Tasmania.

There are now a record 948,600 people employed in South Australia in seasonally adjusted terms. This is 11,600 up from the previous month and over 40,000 up from when the Malinauskas government came to office. Of the 948,600 jobs, 632,000 are full-time. This is also a record high: over 35,000 more full-time jobs than at the time of the March 2022 state election. That means that of the 40,000 jobs added since that time, 88 per cent of them are full-time jobs.

The record high employment and record low unemployment rates remarkably coincided with an increase in participation in the month of 10,700 people to bring the participation rate to 64.5 per cent. This is also the highest participation rate for the state's labour force since monthly records began.

In addition to the 40,000 more people in work since the last state election, there are also over 30,000 more people participating in the labour force than at the time of the last state election. There are 36,500 people still unemployed in South Australia. That is the lowest it's been for nearly 15 years, since August 2008, despite our working population being approximately 17 per cent larger than at that time. South Australia's employment-to-population ratio is currently the highest on record as well, at 62.1 per cent.

Earlier this week, we also had further good news on the state's economic front, with the release of the CommSec State of the States report. South Australia's economy is now ranked second in the nation, tying with Queensland for that second spot, behind Tasmania.

Members interjecting:

The Hon. S.C. MULLIGHAN: The member for Morphett says that it was first at the time of the last state election. It was fifth.

Members interjecting:

The SPEAKER: Order! The Treasurer has the call.

The Hon. S.C. MULLIGHAN: Not even in Roman numerals do those positions look the same. There is no excuse for that interjection from the member for Morphett. The second strongest economy in the nation according to CommSec—really positive—and our 1.4 per cent annual population growth rate is nearly 50 per cent above the decade average for the year to September.

South Australia topped the State of the States report for construction work done. We earned a second spot for equipment investment, a key economic indicator of the private sector's willingness to invest. These two measures are important for jobs going forward and are key drivers of the current performance of our labour market. Construction creates jobs and equipment investment indicates that South Australian businesses are investing in their operations and their workforces.

The Hon. A. Koutsantonis: They seem to be a lot more confident now.

The SPEAKER: Order!

Mr Cowdrey: Business confidence is down 20 points. What are you talking about?

The SPEAKER: Member for Colton!

Members interjecting:

The SPEAKER: Order! The member for Flinders has the call.

LOCAL GOVERNMENT ELECTIONS

Mr TELFER (Flinders) (14:46): My question is to the Minister for Local Government. Is the Electoral Commissioner investigating the 2022 local government periodic elections for voter fraud and, if so, has the minister received a briefing on the progress of this investigation?

The Hon. G.G. BROCK (Stuart—Minister for Local Government, Minister for Regional Roads, Minister for Veterans Affairs) (14:46): I thank the member for Flinders for his question. As he is very well aware, the Electoral Commissioner is independent of the parliament itself and the government. However, I am aware that the Electoral Commissioner is doing a review of the whole local government elections from 2022. I have made a commitment in this house here that we, as the minister, through the Office of Local Government, will do a review also. I have made that quite clear in this house here on numerous occasions. But further to the question, I have had no communication from the Electoral Commissioner regarding his review at this stage. I am waiting for a report.

VISITOR ECONOMY

Ms STINSON (Badcoe) (14:47): My question is to the Minister for Tourism. How is the government supporting the growth of our visitor economy?

The Hon. Z.L. BETTISON (Ramsay—Minister for Tourism, Minister for Multicultural Affairs) (14:47): I thank the member for Badcoe for her question. I was really pleased in early April to announce that we had surpassed our pre-COVID visitor economy. As at the year end of 2022, we are now an \$8.3 billion visitor economy. Pre COVID it was \$8.3 billion. What was particularly excellent about this result was the last six months of 2022, where we saw the unprecedented investment that this government put into tourism and hospitality really pay dividends.

As you know, going to the election we committed an additional \$45 million over four years for marketing and an extra \$40 million for major events. What we saw in the last six months was growth from \$6.2 billion to \$8.3 billion. We saw new events such as Harvest Rock coming in, and brought back the VALO Adelaide 500—significant new events coming into our calendar. Of course, these are the drivers to increase tourism in our state.

What we want to do is change perceptions of how people view South Australia. We have certainly been turning heads just lately. Whether it be the Gather Round or LIV Golf, people are looking at South Australia in a different way. Earlier this week I attended ATE, the Australian Tourism Exchange, our great contingent of South Australians—

Members interjecting:

The SPEAKER: Order! The minister has the call. The member for Hartley will cease his exchange with the member for Taylor.

Members interjecting:

The SPEAKER: Order! The member for Wright knows better.

Members interjecting:

The SPEAKER: Order! The member for Wright is warned.

Members interjecting:

The SPEAKER: Order! The minister has the call.

The Hon. Z.L. BETTISON: Well, we are changing perceptions from 'Old Mate'. Thank you for that reminder. Today, I got to announce the best ever record for hotels—

Mr Tarzia interjecting:

The SPEAKER: Member for Hartley!

The Hon. Z.L. BETTISON: —in March 2023; the best hotel occupancy on record. We love our Mad March, Fringe Festival and WOMAD, but what we love more than ever is economic growth, and we saw \$60 million of revenue in March of this year. That is before we even get to Awesome April, but they are the figures I announced today.

It is not just here in the CBD but across the whole of South Australia. We saw our regional hotel occupancy at 69 per cent during March this year, and six of the 11 regions have surpassed their 2025 year target. I am particularly pleased to say that the Barossa and Yorke Peninsula have more than surpassed their 2025 targets—and it was wonderful to be up there during vintage to launch that just last month.

Of course, not all regions have been doing as well as we hoped. We know that our river regions were impacted in what is generally their peak season, and that is why we have committed \$4.6 million to an advertising campaign as well as the vouchers. We are going to have three rounds of vouchers; we have just had the first round coming through, and that has been a really big hit with \$1.8 million in bookings. That is a fantastic response; for the 90 different operators that have registered nearly all of them got one or more bookings. That is incredibly important.

We will continue to work in the regions, particularly in the river region. We have been talking to the local member who has provided some advice, and there have also been suggestions from operators about how the next rounds, rounds 2 and 3, should roll out.

LOCAL GOVERNMENT ELECTIONS

Mr TELFER (Flinders) (14:51): My question is to the Minister for Local Government. Has the minister received a briefing from the Electoral Commissioner on the investigations into allegations of electoral fraud in the City of Adelaide local government elections?

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

The SPEAKER: There is a point of order from the member for West Torrens.

The Hon. A. KOUTSANTONIS: Point of order 97 says that the member may not offer any facts except by leave of the house. He has assumed there is an investigation, and there are other facts within his question.

Members interjecting:

The SPEAKER: Order! I have the point of order under 134. It is a matter of fine judgement as to whether the question contemplates or introduces facts. In any event, I am going to give the member the opportunity to rephrase the question.

Mr TELFER: Thank you, sir. My question is to the Minister for Local Government. Has the minister received a briefing from the Electoral Commissioner in relation to the City of Adelaide local government elections?

The Hon. G.G. BROCK (Stuart—Minister for Local Government, Minister for Regional Roads, Minister for Veterans Affairs) (14:52): I thank the member for Flinders. To answer the question, I have not had a personal explanation on the Adelaide City Council elections. I said a minute ago that the Electoral Commissioner is independent. As for the member's question about concerns, I do not know of any confirmed irregularities with that, other than what I am reading in the paper. Certainly, if I do hear of anything I will be only too happy to include the shadow minister in any findings I may have. At this stage I have not had a meeting with the Electoral Commissioner, but that is coming up in the next week or so.

LOCAL GOVERNMENT ELECTIONS

Mr TELFER (Flinders) (14:53): My question is to the Minister for Local Government. Has the minister sought an update from the Electoral Commissioner on any investigations into allegations of electoral fraud in either the City of West Torrens or the City of Marion local government elections?

The Hon. G.G. BROCK (Stuart—Minister for Local Government, Minister for Regional Roads, Minister for Veterans Affairs) (14:53): I will just blanket the previous answer, to take on any suspected concerns the shadow minister may be foreshadowing. I haven't heard of anything, but any concerns whatsoever that the Electoral Commissioner brings to my attention will come back to this house.

An honourable member interjecting:

The SPEAKER: Order! The member for Newland has the call.

COMMUNITY RECREATION AND SPORTS FACILITIES PROGRAM

Ms SAVVAS (Newland) (14:53): My question is to the Minister for Recreation, Sport and Racing. Can the minister inform the house about how the government is supporting grassroots sport and recreation clubs to improve local facilities?

The Hon. K.A. HILDYARD (Reynell—Minister for Child Protection, Minister for Women and the Prevention of Domestic and Family Violence, Minister for Recreation, Sport and Racing) (14:54): I start by thanking the member for her question and also for her steadfast advocacy for the many sport and recreation clubs in her community. As the house knows and as each member in this house knows clubs are often at the heart of communities across our state helping people to improve physical, mental and emotional health and wellbeing and giving many a sense of belonging.

Last week I was really proud to announce the successful recipients of the most recent Community Recreation and Sport Facilities Program with funds heading to 44 sporting infrastructure projects across South Australia. Through this round of funding, our state government has invested more than \$5.5 million in projects for successful applicants who collectively have secured nearly \$15.5 million in co-funding, a total project value of \$20,976,905 supporting 86 full-time jobs during construction.

The member for Newland will, I am sure, be very pleased to know that successful clubs in her electorate include the Tea Tree Gully BMX Club, which will receive \$24,000 to install an eight-rider electronic barrel start gate, the Hope Valley Tennis and Netball Club receiving funds to assist in resurfacing multiuse courts, and of use to many in her electorate is Burregah Reserve, which was successful in the local council's application to install lights across pitches allowing for use of this space at greater times of the day.

Congratulations to all recipients who, through their extraordinary volunteers, worked so hard on their funding applications and who in many cases relentlessly fundraised to support these projects which will enable significant improvements at their clubs. I recently had the incredible privilege of visiting the Copper Coast in the beautiful electorate the member for Narrunga proudly represents to let the Wallaroo Golf Club know that its application had been recommended for facility funding in this round.

When I shared that news with the generous Wallaroo Golf Club members there was not a dry eye in sight, myself included. I understand that, alongside applying for state government and council funding, these volunteers had cooked literally thousands and thousands of Cornish pasties and sausage rolls to help fundraise.

This funding means a great deal to those deserving volunteers who worked so diligently on their applications who fundraise within their communities and who secure the support of local government and other partners. There are volunteers like this across South Australia—the people who make it possible for kids to play footy, tennis and lacrosse and for the state's senior citizens to remain active through their local bowls club or through other activities.

As I said, sporting clubs are often at the heart of communities across South Australia. Regional towns absolutely know the value that sporting clubs have at the heart of their communities. In this grant round it was excellent to see that of the total successful applications nearly half of these were submitted from clubs and associations in our regional communities.

While in Wallaroo and Kadina I was able to catch some of the action at the Copper Coast SA Masters Games, and it is really fitting that South Australians who want to get active and be social have really positive opportunities to do so through events like the Masters. Again, I am really proud that this funding will enhance the efforts of clubs across the state as they go about supporting and including people in their communities through sport and recreation.

RIVERLAND AND MURRAYLANDS ROADS

Mr PEDERICK (Hammond) (14:58): My question is to the Minister for Regional Roads. Will the much-needed Riverland and Murraylands road repairs have an impact on the existing backlog of regional road maintenance across the state, and if so—

The SPEAKER: Order!

Mr PEDERICK: —how extensive will they be?

The SPEAKER: Member for Hammond, please be seated. There is a point of order from the member for West Torrens, which I am required to hear under 134.

The Hon. A. KOUTSANTONIS: Point of order, sir. Standing order 97:

In putting any such question, a Member may not offer argument or opinion, nor may a Member offer any facts except by leave of the House...

I put to you, sir, that that question was full of opinion and purported facts.

The SPEAKER: There is some force in the matter that has been raised with me under 134. I am going to give the member for Hammond the opportunity to recast the question.

Mr PEDERICK: My question is to the Minister for Regional Roads. What impact will the much-needed maintenance on Riverland and Murraylands roads—

Members interjecting:

The SPEAKER: Order! The member for Hammond—

Mr PEDERICK: —on the existing—

Members interjecting:

Mr PEDERICK: You can't even answer the question yourself.

The SPEAKER: The member for Hammond will be seated. I will hear the member for West Torrens.

The Hon. A. KOUTSANTONIS: Again, standing order 97: the member is now, deliberately I think, flouting the standing orders to try to make some sort of pathetic political point.

Mr Pederick: You're pathetic. You can't even answer it yourself.

The SPEAKER: Order!

The Hon. J.A.W. Gardner interjecting:

The SPEAKER: Order! I think the member for Hammond might have just addressed that matter, member for Morialta. In any event, if it's 134 I will hear you, member for Morialta, but I think the member for Hammond is capable enough of accounting for himself and has just interjected, which probably addresses the issue. I am going to give him a final opportunity to recast the question. He has been here for some time. He knows how to ask a question. If he fails on this occasion, I foreshadow that I am likely to uphold a point of order if it were to come to the government and to turn to the government side. This is your final opportunity, member for Hammond. Ask your question.

Members interjecting:

The SPEAKER: Order! Member for Hammond, here we go.

Mr PEDERICK: Oh dear! My question is to the Minister for Regional Roads.

Members interjecting:

Mr PEDERICK: Here we go.

Members interjecting:

The SPEAKER: Order!

Mr PEDERICK: What is the effect on the regional road maintenance levels across the state with the Riverland and Murraylands road repairs that are needed in regard to the floods?

Members interjecting:

Mr PEDERICK: It's easy! Just answer it yourself.

Members interjecting:

The SPEAKER: Order!

The Hon. A. KOUTSANTONIS: I can't put in what God left out, sir, but standing order 97.

Members interjecting:

The SPEAKER: Order! I uphold the point of order. I turn to the government side. I observe that it would have been possible to correct the question by leave and to introduce facts thereafter. It's a very simple solution. I turn to the government side. Is there a member on the government side seeking the call in relation to a question? There is. The member for Elder has the call.

VAPING

Ms CLANCY (Elder) (15:01): Thank you very much. My question is to the Minister for Health and Wellbeing. Can the minister please update the house on what is being done to address the increasing prevalence of vaping in South Australia, particularly in children and young people?

The Hon. C.J. PICTON (Kaurna—Minister for Health and Wellbeing) (15:01): Thank you very much, Mr Speaker, and thank you to the member for Elder. I acknowledge her interest in this very important topic. Sadly, over the past number of years we have seen an increasing prevalence of vaping in our community, particularly amongst younger people. I know from the Minister for Education what an impact this is having in our schools. I have spoken to parents whose young children, sometimes 13, 14 or 15 years old, are becoming addicted to very high levels of nicotine in vaping products that they are obtaining.

This clearly is a critical public health concern right around the country in terms of this level of addiction that we are seeing in young people with vaping. Both myself and all our state and territory health ministers around the country are joining with the federal health minister on the need to take action in this regard and to strengthen the provisions in place around vaping products that we have in Australia.

Critical to that is the work that needs to happen around the border, because clearly if we don't control the entry of these products to Australia then they are going to continue to get through to our communities and particularly to our young people. We have seen over the past five years an increase in the number of young people who are vaping, going from about 1 per cent to about 8 per cent just in the past five years. A significantly higher number of young people have said that they have tried vaping.

People think that it is safe. People think that no harm is caused by it, but we are seeing increasing evidence that that is not the case. We are taking action in terms of state legislation, and we are out for public consultation at the moment in terms of increasing penalties around selling to young people, as well as additionally making sure that we are increasing the areas which are smoke and vape-free areas, to be at the top of the table in terms of looking at what other states and territories have been doing.

This means areas such as around children's education—schools, child care—around entrances to hospitals, swimming facilities and major sports events, and around some of our shopping centres and the like. We are out for public consultation to make these vaping and smoke-free areas.

But I am very pleased that we had a very significant announcement made by the federal health minister, Mark Butler, yesterday of a federal package of initiatives to take this head-on and to make sure that we are stopping the importation of non-prescription vapes; increasing the minimum standards for vapes, including restricting flavours, colours and other ingredients; requiring pharmaceutical-like packaging, which is obviously to be more in line with what we see for tobacco at the moment; reducing the allowed nicotine concentrations and volumes; and banning all single-use and disposable vapes.

This is something where all our state and territory health ministers have met with the federal health minister. We agreed that these actions need to be taken. We are going to be working in a collaborative way, as these regulations are made at a federal level, to now look at the laws that we have at our state levels to make sure that we can update them and make sure that we can tackle this issue head-on because otherwise we are going to continue to face the issue where more and more young people are becoming addicted to the very significant amounts of nicotine that are in these products, a lot of the time people not knowing that that's what they contain. This is a public health imperative that is of the utmost urgency.

DUKES HIGHWAY

Mr PEDERICK (Hammond) (15:05): My question is to the Minister for Regional Roads. Are there plans to duplicate or make improvements to the Dukes Highway from Tailem Bend to the Victorian border? With your leave, sir, and that of the house, I will explain.

Leave granted.

Members interjecting:

The SPEAKER: Order!

The Hon. A. Koutsantonis: Like the engine who could.

The SPEAKER: Order!

Mr PEDERICK: You'll laugh after I say this, clown.

The SPEAKER: Order!

Members interjecting:

The SPEAKER: Order! Member for Hammond, that transgression is serious enough that it requires me to caution you in relation to 127. There is not a point of order before me. It would appear that the member to whom you have referred has chosen not to raise a point of order. However, as Speaker, I emphasise the standing orders. I emphasise them strongly to you. Any further transgression and you will depart the chamber under 137A.

Mr PEDERICK: Nineteen lives have been lost on this road since 2018.

The Hon. A. Koutsantonis interjecting:

The SPEAKER: Order!

The Hon. G.G. BROCK (Stuart—Minister for Local Government, Minister for Regional Roads, Minister for Veterans Affairs) (15:06): After all that kerfuffle, Mr Speaker, can I get the member to repeat the question, please.

Mr PEDERICK: My question is to the Minister for Regional Roads. Are there plans to duplicate or make improvements to the Dukes Highway from Taillem Bend to the Victorian border? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr PEDERICK: Nineteen lives have been lost on this road since 2018.

The Hon. G.G. BROCK: The reason I asked for the member to rephrase the question or to give it to me again is because there was a fair bit of noise in the chamber. First-up, can I just say to the member that I take road safety out there very seriously. I have encouraged everybody here that if they have seen any issues out there—

Mr Pederick interjecting:

The Hon. G.G. BROCK: You may put your head down in shame, member for Hammond, in disgust, in your view. It is a very serious issue. We have lots of issues out there, but to get the full explanation to the member for Hammond, I will take that question on notice and get a more informative answer back for him.

Members interjecting:

The SPEAKER: Order!

STURT HIGHWAY

Mr PEDERICK (Hammond) (15:08): My question is to the Minister for Regional Roads. Are there plans to duplicate or make improvements to the Sturt Highway from Shea-Oak Log to the Victorian border? With your leave, sir, and that of the house, I will explain.

Leave granted.

Mr PEDERICK: Thirty-six lives have been lost on this road since 2018.

The Hon. G.G. BROCK (Stuart—Minister for Local Government, Minister for Regional Roads, Minister for Veterans Affairs) (15:08): I know what the member is trying to get a commitment to: plans for a duplication out there. Any duplication of any highway out there involves

a cooperation with the federal government and we all know that. I haven't seen any plans from the previous government for the duplication of either of those two roads to my knowledge at this stage. What I will be doing is I will be taking that seriously on notice. I'm doing an analysis of all the roads across all of regional South Australia, member for Hammond.

Members interjecting:

The SPEAKER: Order! The minister has the call. Order!

The Hon. G.G. BROCK: You've tried to get some points across, I understand that, but to get to the long term, I will get a full and better understanding and a full report back for the member. I reinforce that I haven't seen any plans since I've come over, from the previous government, for the duplications of many highways out there, but I will get more information for the member for Hammond and get back to you.

Members interjecting:

The SPEAKER: Order!

Grievance Debate

MORIALTA ELECTORATE

The Hon. J.A.W. GARDNER (Morialta—Deputy Leader of the Opposition) (15:09): In my electorate, there are regularly opportunities for residents to talk to me about important issues to them, whether through street-corner meetings, through doorknocking, through coming to my office or in a range of environments.

A topic that has been front and centre for residents, particularly in the southern half of my electorate in recent years, but especially over the last 12 months, is that of road safety and, indeed, terrible traffic inconvenience in a particular defined area along Magill Road, from the start of Norton Summit Road to the corner with St Bernards Road in particular, from that intersection up St Bernards Road to the Arthur Street and Moules Road intersection, up Moules Road to the intersection with Glen Stuart Road, and from Glen Stuart Road to Norton Summit Road, and a brief period from there to Magill Road, as described.

It is an area much of which was dealt with by suggestions and recommendations in a road management plan put forward about a decade ago by the Department for Transport in which the member for Hartley and I have taken a keen interest over the last decade and which the member for Hartley spoke about yesterday. That road management plan undertaken in 2012 suggested a range of recommendations for the long period of road from Penfolds Road up to Sudholz Road and, indeed, particularly in the last couple of years had a recommendation related to the Arthur Street intersection of removing traffic, removing parking from outside the shops opposite the intersection with Arthur Street.

That was a recommendation that Campbelltown council has now taken up, which is working well and which residents are very grateful for. However, there are significant disruptions that residents are now experiencing. The data from that report 10 years ago is now significantly out of date due to a number of factors that have changed over the last 10 years which have massively exacerbated the traffic issues here and which have heightened the need for the government to fix a number of these problems.

The benefit of doing a new road management plan—and this is something I wrote to the Minister for Transport, Minister Koutsantonis, about in the last month urging that the government undertake this new work—is that it will ensure that new data is collected, that the eyes of the experts and engineers within the department who are best suited to come up with solutions to the problems with these intersections can be put front and centre on these problem intersections and problem areas.

Particularly, the experience from a decade ago was that there was significant community consultation. Residents in Magill, in Rostrevor, in Woodford, in Teringie and in surrounding areas will have, if the government heeds my call to do this road management plan, a terrific opportunity to feed in their particular problems and insights. I bring to the house's attention a solution for part of the

problem from the road management plan 10 years ago that I have also urged the minister to take up immediately.

Outside Morialta Secondary College, what was then the middle campus of Norwood Morialta high school, there is a bus stop and in peak times it causes disruption. It is just before you get to Moules Road and part of that very significant challenge area in those intersections. The road management plan recommended that the bus stop be indented. This is a solution that would take buses off the road while they are stopping traffic and it could be undertaken very quickly. I have urged the minister to do that prior to the road management plan. He could do it very soon.

It is worth bearing in mind that since the last road management plan was conducted, the Magill training centre land has been sold, and the former planning minister, John Rau, put in place a ministerial code amendment for that area, which has enabled the construction of about 400 houses. Many of those houses and apartments have now been built, including high density which is putting significant pressure on local roads and many more will be soon.

The nearby seminary development in Rostrevor and other massive infill projects, allowed by again former planning minister Rau's planning rules that were in place between 2012 and 2019, have seen dramatic urban infill in the area and massive increases in the number of dwellings and the amount of traffic.

I mention the new Morialta Secondary College. We previously had a campus of about 700 students for the middle campus. Then there was a year when the school was being knocked down, and now we have 200 students. Next year, there will be 400 students. The year after, it will increase until we get to 1,200 students.

The Magill Village project is the other significant change that has occurred. All of these changes have put significant pressure on the local community. Many residents talk to me regularly about this. We have put forward a constructive suggestion to the minister. We urge the government to take this up so that future investments can be targeted towards solutions that will help and will meet the needs of my local community.

HEYSEN BOULEVARD, MOUNT BARKER

The Hon. D.R. CREGAN (Kavel) (15:15): As members will know, in 2010 1,300 hectares of land was rezoned in Mount Barker for residential use. This was a very controversial decision. It has far-reaching consequences. The consequences of that decision are being felt by my community to this day. Through the new estates that have developed in the south of Mount Barker runs the Heysen Boulevard. It is intended to act as a connector road to ensure that residents can move freely to and from their homes. It also serves as an important emergency access route for emergency services vehicles and, if there ever was a natural disaster that impacted the south of Mount Barker, it would be a path that many would wish to travel to leave the town to a place of greater safety.

It is important to emphasise in this place and to emphasise to the government that this road is not functioning as it was intended. It cannot serve as a connector road because, amongst other matters, there is a railway line that intersects the corridor. A crossing is required. It will be a costly exercise to ensure that these works can be completed. I have been strongly making presentations to the government in relation to the urgency of these works.

Can I say this: amongst the many frustrations that residents have in relation to infrastructure that has not been completed, there is no greater frustration than travelling a road that is advertised as a connector road only to find that there are many impediments to those connections into town or to elsewhere.

Can I say this too: the difficulties that residents face are real. Many residents write to me expressing their deep concern and alarm that, if there were a bushfire, for example, they would not be able to leave. It is a matter that we of course have raised with the previous government, it is a matter that the council has raised with the previous government and it is a matter that the council has again raised with this new government. One of the obligations of governments to areas that are developing quickly is to not only meet the needs as they might have been planned for but also to appreciate that there will be unforeseen development consequences flowing from development.

The government deeds that were put in place to ensure that developers rather than the state or the council will fund much of the infrastructure necessary to complete this road see sections of the road completed in a piecemeal way, completed in conjunction with or in association with the completion of developments. It is natural that developers will act that way, but it is not natural that a government or the community would have to wait for the completion of a commercial development in order to get the infrastructure that a community needs in order to enjoy free movement through the township.

It is for this reason that I again raise this issue with this government. I am pleased that the Minister for Transport and Infrastructure has taken this matter seriously. I am hopeful that a resolution can be achieved but, in the absence of a rail crossing alongside this generally fragmented road corridor, there are going to be continual frustrations, and my community will continue to be rightly concerned and alarmed about the scope of development and the nature of development and the apparent lack of planning in relation to this and to many other issues. I call on the state government to address this issue urgently.

CHAFFEY ELECTORATE

Mr WHETSTONE (Chaffey) (15:18): Boy, has it been a busy Easter ANZAC break-up in Chaffey! It gives me great pleasure to let everyone know that the Karoonda Farm Fair was back on after a significant break. For two days at Karoonda there were many thousands of people who streamed into the Karoonda Farm Fair. They were able to get a real taste of what a country fair is all about. Karoonda is obviously in the Mallee. What I was able to witness there was nothing short of a miraculous recovery for a small country show. I want to commend the committee and the coordination group for such a fantastic event.

I will pay tribute to the president, Robin Hood, and Janine Dutschke, Lynette Bald, Sonja Marchant, Wade Boughen and Gerry Paay for their great work. Yes, I entered jam, and I came away successful with three awards. I would urge everyone in this chamber to go out and support your country shows and local fairs because it is important that local members contribute and have some form of competitive spirit when entering a jam, a preserve or some culinary delight.

Of course, the Riverland has experienced significant hardship with the floods and the high-flow events. Over Easter, it was great to see people starting to visit the Riverland. The environment is looking absolutely magnificent. The region is welcoming all those people who want to come up and have a look at what the floods have meant not only to our environment but to all the nature viewing options, to go up to some of those lookouts and have a look at the benefits of what a flood has meant. It has been a great boost to the local economy. I urge people to get onto and get ready for round 2 of the voucher program. Put your name forward and make sure you come up and visit.

There was the Dash 4 Cash. Despite a delayed start due to the floods, we saw hundreds line the River Murray on Friday and Saturday evenings to see one of the Riverland's most iconic events return. We saw the Riverland Dinghy Club return with the Dash 4 Cash and the Dinghy Derby. It is a great spectacle for people to come up and have a look at these little aluminium rockets that make their way up the river and into the creek network. It is all on a time trial. There was a lot of fun to be had, and it is a great spectacle.

Congratulations to all those teams who were successful. Congratulations to Scott Jenke, the club president; Jeremy Newman; and secretary/treasurer Sue Jenke, who has been an absolute stalwart keeping that club going and moving along. I also congratulate the committee members: Cody Richards, Shaun Jenke, Reece Yard, Shane Pitman, Joel Woodrow, Ben Pilgrim, Nathan Burgess, Lisa Richards, Tony Richards, Ty Wagenknecht and Kelvin John. It is a great community event, and it draws people from all over the country to come up and experience the river and the creek networks.

Destination Riverland and Murray River Trails recently represented the region at the Qantas Australian Tourism Awards in Sydney. They were both finalists. They did not come away with prizes, but well done to all those groups that make up a great tourism offering up in the Riverland. At last year's SA Tourism Awards, Destination Riverland won gold in tourism marketing and Murray River

Trails won gold in the ecotourism category, which automatically qualified them to go to the national awards. Well done. The Riverland does have great tourism offerings.

Looking at the most recent Tennis SA Awards, congratulations to the Renmark Tintra Lawn Tennis Club. They were awarded the most outstanding rural tennis club award on Saturday evening at the Tennis SA Gala Dinner. The award recognised the wide variety of programs the club has on offer, and that inclusivity is a key focus for the club, catering for players of all levels, both social and competitive. It was great to see. A big shout-out to John Pick, who has been one of the great stalwarts of the Tintra tennis club, as well as the Berri Tennis Club, which was also a finalist.

I was there to help open the 18th National Caravan Clubs Rally at the field day site. It was great to see that site packed out with caravans and people from all over the country coming to enjoy the hospitality of the Riverland. As well, the 2023 Riverland Auto Street Party was a great event. Being a bit of a petrolhead myself, it was great to see so many custom cars and street cars come together at Barmera. It was great to see that the group, the Riverland Auto Street Party committee, raised \$7,000 for the Royal Flying Doctor Service, a great initiative and a great cause. It has been a busy time in Chaffey. I urge everyone to come up and help our economy recover after the floods because it is a really good place to visit.

PINE, MR G.M.

Ms THOMPSON (Davenport) (15:24): It is with great sadness that I rise to speak on the passing of a much-loved man and legend in my community, Graham Malcolm Pine, better known as Piney, husband to Lyn, father to Leanne, Natasha and Danielle, father-in-law to Lincoln and Damien, and grandfather to Layla, Cooper and Taylor. As well as fostering many children over the years, including two young children now, Graham and his wife, Lyn, have opened their hearts and homes to countless young people as a place of safety, guidance and support and have become well known and loved by the southern community.

Graham was always passionate about helping young people. In the 1980s, he opened a youth centre in Aberfoyle Park called The Place, which was funded by the Happy Valley Council and run by a paid youth worker and volunteers. His dedication to helping youth in the area and his success with the youth centre saw him elected to the Happy Valley Council in the nineties.

Graham also worked in Child Welfare and helped deliver a statewide program for the SA juvenile justice system in the nineties, and made many trips to Canada to replicate their systems here in South Australia. While he retired some time ago, he never stopped advocating for improvements to child protection and youth services. Up until as recently as a few weeks ago, he was speaking to me about opportunities for the government in this space.

Graham has always been very involved in his local community. He often visited my office and prior to that he got to know Nat Cook when her office resided at Aberfoyle Park, and prior to that he worked closely with the then member for Davenport, Bob Such.

For more than 30 years, Piney has been a regular and ongoing supporter of the Happy Valley Vikings Football Club. In fact, the last time I saw him was when I was taking my daughter to footy training just last week, and he gave me his usual big smile and wave. He was like everyone's dad at the club, always available for a chat and some good advice. I would like to share just a few of the many comments shared by the community on the footy club's Facebook page since his passing:

RIP Piney, a stalwart and old faithful of the HVFC. You will be dearly missed.

A wonderful man. A tragic loss for the club and community.

RIP Piney, such an endearing and lovely gentleman with time for all and anybody. Will be sadly missed. Our thoughts are with Lyn and his family.

Was blessed to spend a few evenings drinking a few bottles of red. You will be sadly missed by many.

The boys will do you proud this season.

A beautiful man, always had time for everyone.

Such an amazing man who will be missed by all that knew him. Will miss pouring his endless and seemingly 'bottomless' glasses of wine for him.

Hope you are having a glass of red and a laugh up in heaven.

A lovely man with a big heart.

Rest in peace old mate. Honoured to have met such an amazing man.

Just won't be the same without you mate.

It is clear that he was very loved and that his memory will live on in our community and particularly at the Happy Valley Footy Club. I extend my heartfelt condolences to Graham's family, his extended family and friends and the wider community who will miss him very much. Vale, Graham Pine.

COST OF LIVING

Mr COWDREY (Colton) (15:27): Despite all the spin, all the rhetoric, all the smoke and mirrors, the facts show that South Australian families and business are doing it tough and feeling the pinch. The Treasurer might be running around telling everyone and anyone he can find that things have never been better, but the reality is starkly different. The opposition has crunched the numbers on skyrocketing prices for housing, food, electricity, petrol and other essentials.

The typical South Australian family—one with two kids, public schools and an average mortgage—is now paying close to \$17,000 a year more than they were at this point 12 months ago. This is not a number that the standard family budget can just absorb. That whopping increase equates to an extra \$324 a week. South Australian families, under this government, are being forced into survival mode as budgets become tighter and tighter by the day.

Last week, we saw the release of CPI data for the March 2023 quarter. It brought no relief for South Australian families or businesses. The quarterly inflation rate in Adelaide was 1.2 per cent, whilst the March 2022 to March 2023 annual inflation rate remained stubbornly high at 7.9 per cent. The yearly inflation rate for Adelaide is the highest of all capital cities.

Imagine the hit on the hip pocket when you look at some of the rises in grocery items since March 2022: bread and cereal products up 9 per cent, meat and seafood up 4.3 per cent, dairy products up 15.2 per cent, fruit and veggies up 6.7 per cent, eggs up nearly 15 per cent, coffee and tea up nearly 8½ per cent. It is a bleak picture, and it is clear that the Premier needs to step up and to provide more support across the board. Rising prices are showing no signs of slowing down either, and a few extra dollars can become the difference between food being put on the table or not.

The flow-on effect that these rising prices is having on financial stress, business confidence, business conditions and the general wellbeing of South Australians is stark. The NAB Australian Wellbeing Survey released last week for the first quarter of 2023 found that financial stress here in South Australia was the highest in the nation. It rose sharply in the first quarter, up from 41.9 points in the final quarter last year to 48 points this quarter. The wellbeing index measure of South Australians is also down, from 67 points in the final quarter of last year to 64½ points in the first quarter of this year, reflecting the largest drop in the nation.

Let's have a look at the most recent NAB monthly business surveys. Business confidence has dropped nearly 20 points since the start of January. The business conditions index has dropped over 25 points since January and is in negative territory. Interest rates are rising, energy costs are rising, people are worried that they will not have money in case of an emergency and are struggling to make ends meet. Meanwhile we have a Premier, described by some as a show pony, leading an arrogant and out-of-touch government, with him and his ministers more focused on looking for the next photo opportunity and swanning around with celebrities rather than actually doing their jobs.

This government went to the last election saying that they had the right priorities, but if you ask someone from Fulham Gardens or Modbury or O'Halloran Hill or Mitchell Park or Golden Grove or Seaton or Angle Vale, it is becoming clear to them that this government has the wrong priorities. This government is arrogant. They are out of touch and it is time for them to get back to reality and start addressing the real issues that are facing South Australians.

ANZAC DAY

Ms CLANCY (Elder) (15:32): I want to take this opportunity to speak about ANZAC Day. I am sure that, like me, many in this room back in 2020 stood out the front of their homes at 6am on

25 April with a candle, looked down their street and saw others doing the same. For my part, because I am very hip and new, I stood there with 891 playing on my mobile phone, but others had their little radios out; it was just a beautiful experience. But this year was incredible: the nice mild weather and the lack of fear around COVID and reduced numbers at the moment meant that people came out in droves.

On the day before ANZAC Day, I went to a vigil service at the Marion RSL. I was joined by my colleagues the member for Gibson and member for Badcoe, as well as my federal colleague the member for Boothby. We got to see some incredible young people who were giving up their evening to pay tribute to our service people. I am just really proud that our next generation is so focused on others and on community service. It was a lovely service, and then a few of us quickly went home so we could get a few hours of sleep and then got up and headed to our dawn services.

I went to the dawn service at Colonel Light Gardens RSL, which is held just down the road, a very short walk, over at the Broadway Reserve. It was a beautiful service put on by the RSL. I thank them for that and for the organisation of it. I am so grateful to so many people from our community for coming along. I am always so happy to see lots of little ones at an ANZAC Day dawn service. I used to always go to an ANZAC Day dawn service with my parents, originally at the Brighton service but then eventually we headed down the road and went to the Glenelg one regularly. It instilled in me a sense of the importance of the day, and I am really pleased to see that that is happening with the next generation.

Following that service, I went back to the RSL and, after I had laid a beautiful, fully compostable wreath from a lovely local woman who runs a business called Ponder Posy—it was absolutely gorgeous, and I thank the member for Gibson and the offices of the member for Waite and the member for Boothby for also laying those gorgeous wreaths at other parts of our community—I joined them for a quick pre-7am beer.

I then bought an excellent packet of Anzac biscuits made by the RSL community and stuffed a couple of those in as I drove to the Repat for their service, which takes place in the chapel. There I was joined again by the member for Boothby as well as the Minister for Health. I really appreciate his support; he regularly goes to that service each year, which is excellent.

After that, I headed over to my neighbour the member for Gibson and joined her behind the bar at the Marion RSL for a couple of hours. She is excellent at pulling beers; I am okay, but I am very good at the point-of-sale machine, so we are good team. I really appreciate having her as a neighbour, and it is really nice to take the opportunity to give back and be behind the bar and let the other RSL members—because obviously we are members too—really be able to enjoy the day while we did some time behind the bar. So thank you, member for Gibson.

I then popped into the Plympton Glenelg RSL. A number of their members were already in the city for the march, but it was nice to see a few people there. I did not get to go, but I hear there was a lot of excitement still going on with the flipper in charge of the two-up at Colonel Light Gardens RSL, so next ANZAC Day, if it gets to midday and you think you still have it in you, definitely head along to the Colonel Light Gardens RSL. I highly recommend it.

Parliamentary Procedure

STANDING ORDERS SUSPENSION

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (15:37): I move:

That standing and sessional orders be and remain so far suspended as to enable Private Members Business, Other Motions, Notice of Motion No. 13, as set down on the *Notice Paper* for Wednesday 3 May, to take precedence over Government Business forthwith.

Motion carried.

VISITORS

The ACTING SPEAKER (Mr Brown): Before I call the member for Gibson, I wish to acknowledge the presence in the gallery today of the family and friends of the late Michelle Hogan, who are guests of the member for Gibson.

Motions

HOGAN, M.

S.E. ANDREWS (Gibson) (15:37): I move:

That this house expresses its deep regret at the death of labour movement leader Michelle Hogan and places on record its sincere appreciation for her activism and profound contribution she made to the wellbeing and empowerment of South Australian women.

It is of note that we move this motion today, both in this house and in the other place, as this week began with May Day, a day which recognises the historic struggles and gains made by workers in the labour movement. Michelle was a proud unionist, feminist and community activist.

I started working in the union movement in the mid-nineties, and I heard about Michelle well before I met her. She was making positive change at the United Trades and Labor Council and people were talking about it. It is worth considering the culture she was working in at that time: union leadership was dominated by men and Michelle was offering new ways of working.

Michelle made it seem like there were no barriers because she was already blazing ahead, and this was important to me as a young woman wanting to make my own mark by improving the lives of working people. In fact, the mere act of my standing in this place today is in part thanks to Michelle. We shared the same values as feminists and unionists, and I was fortunate over time to call Michelle my friend. She guided and sometimes she goaded, but it was always with a sense of fun. She was well aware of the barriers we were and still are up against, but she was determined to make change.

Once you came into Michelle's orbit you stayed there. She looked out for you, struggled alongside you and laughed with you. She was more tactile than me, often reaching for your hand or giving a friendly punch on the shoulder, which I hope was never meant to be quite as hard as it always seemed to be. Michelle was bold and feisty and a lot of fun.

We worked together in the work life balance team at SafeWork SA. Michelle was my manager, and whilst it seemed that our small team was an island in that workplace she was determined to make our work matter. As union members our entire working lives, it was with great joy that in my very first day of working in her team at SafeWork SA we went on a rally together. I suspect it is not often that your manager takes you on a union rally on your first day on the job.

At the Working Women's Centre, she was our leader and chair for the last five years. While so many of us on that committee wanted to be perfect feminists, Michelle was much more pragmatic. She fundamentally changed that organisation for the better with her deep passion, her understanding of feminist theory and many, many hours of work. Vulnerable workers who seek the support of the Working Women's Centre have better outcomes now thanks to Michelle's leadership.

I think it says a lot as chair of the Working Women's Centre that Michelle managed to form such deep friendships with the staff. I know they miss her dreadfully. Her feminist values were also able to be realised in her work at the Dale Street Women's Health Service in Port Adelaide and later at Catherine House, in both instances ensuring that vulnerable women received the services they needed.

Michelle was a community activist. When she was on Port Adelaide Enfield council, she moved the motion that saw this council as the first in the country to support a raise to JobSeeker payment—topical. She was active in the Port Adelaide branch of the National Trust. One campaign Michelle was active on was to try to save Shed 26, the last surviving sawtooth shed in Port Adelaide on the Inner Harbour waterfront. She also served on the management committee at SACOSS. If Michelle witnessed injustice, she did something about it, always bringing others with her.

Michelle and Robert shared a love of the arts, and Tom and I were lucky to spend a few Festival opening concerts with them on a picnic blanket with the obligatory wine and cheese. Michelle and Robert were also WOMAD stalwarts, and everyone knew that you could find them in their regular spot under the trees.

Michelle was my feminist mentor and friend, and for that I am forever grateful, but more importantly there are so many people in our movement who also feel this way. We all improved our craft thanks to Michelle. The union and feminist movement in South Australia is better because of Michelle's passion and activism. I extend my condolences to Michelle's partner, Robert, and family, her large circle of friends, comrades and sisters, who are devastated by her sudden passing. Vale, Michelle Hogan.

The Hon. K.A. HILDYARD (Reynell—Minister for Child Protection, Minister for Women and the Prevention of Domestic and Family Violence, Minister for Recreation, Sport and Racing) (15:43): It is with deep sadness that I rise to speak to this motion and to honour Michelle Hogan, a much-loved and highly regarded woman, leader, friend, sister, unionist and campaigner who has made enormous lasting contributions to the labour movement, to women and to community.

I absolutely thank the member for Gibson for her words, for her introduction of this motion, and acknowledge her longstanding love and appreciation for Michelle. I acknowledge the many loved ones of Michelle who join us in the gallery today. I acknowledge the sorrow each of you feels at the loss of this most remarkable woman, a woman who was loved so well by every one of you and who loved others so beautifully. I acknowledge the journey ahead as her loss is so acutely felt. In the months, years and decades ahead, we will be with one another.

Over four decades, Michelle worked tirelessly with compassion, beauty and her lovely sense of humour and deep wisdom to advance workers' rights towards the achievement of gender equality; to ensure respect, fairness and dignity for women; and to ensure that community organisations were supported to effectively work with and for people, and particularly those most vulnerable, in ways that made a difference in their lives.

In all that she did, Michelle relentlessly sought to empower and encourage other women. She lifted them up, she saw them and she was there for them. I saw that, and most importantly I felt that, when more than three decades ago I stepped into my very first women's union caucus meeting and was welcomed by Michelle, not just in words but through her active seeking of my views, her inclusion of my voice, her beautiful capacity to make you know that you belonged, you were special and deserved to be heard.

Michelle was an extraordinary chair of the Working Women's Centre. Her decisions for the direction of the centre were unfailingly collaborative and utterly focused on how best to serve and empower the women who sought the centre's services and how best to progress meaningful change on all that held women back. As chair, Michelle cared for the centre's staff in a way that absolutely transcended the obligation of a board member to care for staff. She was their biggest supporter. She was with them, alongside them and absolutely strove to enable them to do the important, fine, outstanding work that they do.

Michelle was a steadfast long-term supporter of the Anna Stewart Memorial Project, which in honour of trailblazing Anna Stewart sought to empower and support women in the union movement. At a number of the project's training sessions and in the project's very construction, I listened to Michelle honour Anna as a person and absolutely honour her legacy. Michelle's recognition of Anna and Michelle's care for Anna's memory and legacy through her work on the project have ensured that hundreds of women have gone on to play leading roles in the union movement.

Her work as the then United Trades and Labor Council assistant secretary two decades ago was innovative, transformative and always focused on including people and amplifying the voices of others, particularly those most vulnerable. I remember when Michelle took that role on she was brave, she was so clear about change that had to be progressed and unfailingly inclusive. Michelle's work was not about Michelle but about wise custodianship and advancement of the union movement as a whole. The union movement is stronger, kinder and more diverse because of Michelle's work.

Michelle served as a Port Adelaide Enfield councillor and contributed to community life in a range of different ways. Her steadfast commitment to APHEDA Union Aid Abroad, its aim of solidarity not charity, and its mission to tackle those most struggling across the globe was well known, so admired and so focused on enabling those whom APHEDA walked alongside.

Michelle was renowned and so loved for her wisdom and empathy and her generous mentoring of other women. I and others, including the member for Gibson and the Hon. Irene Pnevmatikos MLC, have benefited deeply from her kindness and care. Michelle saw you, she checked in, she laughed with you, she encouraged you, she always thought the best of you. She was tireless in campaigning for fairness, for peace and for women's rights, and it was such an honour for many of us to campaign alongside her.

A kind, true friend to so many, a passionate and compassionate advocate, and an outstanding leader who always wanted to bring women together, Michelle will be deeply missed by all who knew her. Her willingness to support and empower others will continue to inspire us and future generations. Vale, Michelle Hogan. May you rest in peace. I offer my love and condolences to Rob, to all of her family and to the many, many others who loved this beautiful woman.

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (15:49): I rise to speak about Michelle less as a union leader and feminist and friend, as has been described by the previous two speakers, and more as a neighbour, someone who lived in the same community as me and who also has had the experience of and the honour of representing that community.

When we found out about Michelle a month ago, we were all here getting ready for question time, which is usually part theatre and part terror for those on the government side—more the former than the latter at the moment, I would say—and the news washed through us and it hurt, and not everyone could stay. That small experience here was replicated as people found out across our community, whether that be the community of feminists or unionists or those who care about heritage and the environment or those who live in the Port Adelaide Enfield area, particularly the Semaphore and Le Fevre Peninsula area.

That sense of loss is profound and was reiterated at the Waterside Workers Hall at the very beautiful memorial and celebration of her life, a very fitting place for so many people to get together and tell their stories, which were told beautifully. I see some people in the gallery who contributed magnificently to that. That loss is going to last a very, very long time for all of us.

I simply want to pay tribute to someone who was an exemplar of the best of what community can offer, someone who thought more of others than herself, who saw making change come through supporting others and showing leadership. It is a beautiful combination: wanting others to succeed but being prepared to show where they should go when courage was needed. That was Michelle.

She affected so many people and I wish that she fully knew that. You often have the sense when someone is gone that you wish they could hear what is being said about them, which then immediately makes you reflect that we should say more about what we feel about each other to each other's faces. She was an exemplar for the community that I have the honour of representing. She will never be forgotten. I feel the sorrow for her loss, not only my own but more acutely those who were so close to her who spent so much time with her and loved her so dearly. Vale.

Motion carried.

Bills

ENVIRONMENT PROTECTION (OBJECTS OF ACT AND BOARD ATTRIBUTES) AMENDMENT BILL

Introduction and First Reading

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (15:53): Obtained leave and introduced a bill for an act to amend the Environment Protection Act 1993. Read a first time.

Second Reading

The Hon. S.E. CLOSE (Port Adelaide—Deputy Premier, Minister for Industry, Innovation and Science, Minister for Defence and Space Industries, Minister for Climate, Environment and Water) (15:53): I move:

That this bill be now read a second time.

Across Australia, EPAs and governments generally are being challenged on the adequacy of their policies and actions regarding climate change adaptation and climate change mitigation. This government is committed to stronger action on both climate change adaptation and climate change mitigation. I have previously put on the record the state government's strong support for recognising that in this state and indeed in this country and the planet we are undeniably facing a climate emergency.

For decades we have known that climate change is real and has the potential to have catastrophic effects on our planet. As humans, it is our activities that are having this impact on the planet, meaning that we must act urgently to halt climate change and undo the damage already done. The Malinauskas government, of which I am proud to be a part, is committed to taking real action on climate change, and has made it a priority by putting climate change within the portfolio that I hold, that of Deputy Premier.

We are delivering a broad range of actions to address climate change, to protect the environment and to support jobs and growth at the same time. In the area of mitigation, this government is committed to the statewide goals to reduce greenhouse gas emissions by more than 50 per cent against 2005 emission levels by 2030, and to achieve net zero emissions by 2050. The government is also progressing a hydrogen jobs plan to attract new jobs and industries that will be created as we move towards net zero emissions.

In the area of adaptation, this government is progressing with an urban greening strategy and also looking into ways the planning system can better assist and ensure that we are building resilient communities across the state that continue to thrive and grow in a changing climate. We have also put a stop to the former government's electric vehicle tax because we want to ensure that we can help encourage more South Australians to buy an electric car, not to hinder them.

The Environment Protection Authority, as the state's principal environment regulator, is well positioned to play a key role in assisting the government to meet its objectives in this area. The Environment Protection Authority regulates industrial pollution, placing limits on industry that are protective of human health and the environment. It also has a role in ensuring that facilities that produce pollution are designed and operated in a way that the risk of environmental harm that might result from an increase in extreme weather events, and risk of flood and bushfire as a result of climate change, are minimised.

Currently, the Environment Protection Act does not specifically mention climate change. However, the objects of the act are sufficiently broad to permit consideration of adaptation to climate change and reduction of greenhouse gas emissions by the EPA when assessing development referrals and applications for environmental authorisations. The design, location and operational controls that reduce greenhouse gas emissions, reduce exposure to climate-related changes and increase resilience to such changes will become increasingly important.

The Environment Protection Authority published a role statement in early 2022 outlining how the authority is contributing to South Australia's response to climate change, and the South Australian government climate change action plan. This bill seeks to clarify the objects of the act and add climate change knowledge to the attributes of the membership of the board of the EPA.

These amendments will provide certainty and transparency for industry, within the broader community and government itself, of the role of the Environment Protection Authority in this critical area of environmental protection. The objects of the act are very important as they underpin all the functions of the EPA. The EPA must have regard to, and seek to further them when considering applications for environmental authorisations under the act, and also when considering development applications that are referred to it under the Planning Development and Infrastructure Act 2016.

The objects of the act also inform the environment protection policymaking powers in part 5 of the act in that an environment protection policy may be made for any purpose directed towards securing the objects of this act. The proposed amendments will also support future development of an environment protection policy under the act that will provide more detailed climate change policy. An environment protection policy will be able to specifically set out matters that are to be taken into account by the EPA in relation to environmental authorisation applications or development application assessments.

The development of a climate change focused environment protection policy will provide clarity, transparency and consistency of regulatory approach for licensees and development proponents and will also provide a pathway to assist reaching the state's ambitious climate change targets. The addition of climate change knowledge and expertise to the membership of the board of the Environment Protection Authority will provide necessary expertise and guidance on the board as the authority's regulation of climate change related matters evolves over time.

The EPA has consulted thoroughly with key stakeholders on the elements of this bill and the future work that the agency intends to do with regard to strengthening its role in regulating climate change matters, and the vast majority of those who were consulted were supportive. The former state government dragged its heels on climate action and will have you try to believe that taking action on climate change is nothing more than a stunt. At the state and federal level, Liberal governments have refused to recognise that we are facing a climate emergency and remain steadfast in burying their heads in the sand while global temperatures rise and extreme weather events increase in severity.

We on this side of the house, of course, along with many others in this chamber and potentially some opposite, have been listening to the grave concerns raised by the long ignored community, scientists and experts. These amendments to one of our state's most important pieces of environmental legislation are just one step towards recognition of the situation we face to address climate change in South Australia. There will be many more required. I commend the bill to members and seek leave to have the explanation of clauses inserted in *Hansard* without my reading it.

Leave granted.

Explanation of Clauses

Part 1—Preliminary

1—Short title

2—Commencement

These clauses are formal.

Part 2—Amendment of *Environment Protection Act 1993*

3—Amendment of section 3—Interpretation

This clause inserts definitions of *climate change adaptation*, *climate change mitigation* and *greenhouse gas emissions* into the interpretation provision of the Act and are consequential on the proposed changes to sections 10 and 14B.

4—Amendment of section 10—Objects of Act

This clause amends various object provisions in section 10 to include specific references to climate change adaptation, climate change mitigation and climate change. The amendments are to ensure that it is an object of the Act that in taking all reasonable and practicable measures to protect, restore and enhance the quality of the environment, regard is given to the need for climate change adaptation and climate change mitigation. The amendments also have the effect of including as an object, ensuring that as far as reasonably practicable, measures are taken to prevent, reduce, minimise and, where practicable, eliminate harm to the environment by including programs to encourage and assist action by industry, public authorities and the community aimed at climate change adaptation and climate change mitigation. It also includes ensuring that activities, policies and programs are co-ordinated to address climate change adaptation and climate change mitigation. The amendments also have the effect of ensuring that a precautionary approach is applied to the assessment of risk of climate change is included as an object of the Act, as well as requiring persons engaged in polluting activities to ensure their facilities and premises are designed or improved so as to limit the risk of environmental harm from those activities in relation to the impacts of a changing climate.

5—Amendment of section 14B—Board of Authority

This clause amends section 14B of the Act to add a requirement that the membership of the Board of the Environment Protection Authority includes a person or persons who have practical knowledge of, and experience in, climate change adaptation and climate change mitigation.

Debate adjourned on motion of Hon. D.G. Pisoni.

RAIL SAFETY NATIONAL LAW (SOUTH AUSTRALIA) (FEES) AMENDMENT BILL

Second Reading

Adjourned debate on second reading.

(Continued from 2 May 2023.)

Mr BROWN (Florey) (16:01): I rise to support the Rail Safety National Law (South Australia) (Fees) Amendment Bill 2023, a crucial piece of legislation that will have a significant impact on our rail industry, promoting safety and efficiency while creating a sustainable financial framework for the sector.

It has been said that our rail network is the lifeblood of our nation, connecting communities, moving goods and providing essential services across the vast expanse of our beautiful country. The importance of rail safety cannot be overstated, as it is a matter of public trust and confidence, ensuring that our citizens can rely on the services provided by this vital industry.

As the house considers this piece of legislation, I believe it is essential to recognise that the rail safety bill 2023 is not only a matter of policy but a reflection of a shared commitment to the safety and wellbeing of our community. The bill represents our dedication to upholding the highest standards in rail safety while acknowledging the dynamic nature of the industry and the need for an updated and effective regulatory framework.

This bill has its roots in the 2011 Council of Australian Governments agreement which called for the development of national regulators for rail, maritime and heavy vehicles that would progress towards full cost recovery from industry operators. South Australia has taken a lead in legislating the Rail Safety National Law, working tirelessly to ensure that the legislation reflects the principles set out by the COAG agreement.

These principles include transparency, a national approach to fees, proportionate fees based on risk classification, alignment with regulatory effort, avoidance of cross-subsidisation and simplicity in administration. As we consider this important bill, let us keep in mind the significance of these principles and their role in shaping the future of rail safety in South Australia and indeed across our nation.

I would now like to speak specifically about the amendments that this legislation seeks to implement and the implications it has for commercial and tourist and heritage operators. The purpose of the rail safety bill is to make essential amendments to the Rail Safety National Law, supporting the implementation of a new cost-recovery model and the associated changes it brings. Key amendments include expanding the definition of a private siding to encompass freight terminals, removing accreditation fee requirements for freight terminal managers, requiring all Australian governments to cover the cost of regulating tourist and heritage operators, ensuring that these operators are recorded in the National Rail Safety Register and prescribing a method for the annual increase of various fees.

The target date for the bill's implementation is 1 July 2023. It is important to note that the regulator has been actively engaging with the industry to ensure that they are prepared for the changes that will come into effect on that date.

For commercial operators, the new cost-recovery model entails a significant shift from the current funding structure. Under the proposed framework, commercial rail transport operators will be required to pay an annual accreditation fee based on their risk profile and the regulatory effort expended by the Office of the National Rail Safety Regulator (ONRSR). This new model offers a more nuanced and precise approach to fee calculation, moving away from the fixed annual fees and variable fee based on track kilometres that are currently in place.

The risk profile of each operator will be determined using a risk profiling tool developed by the ONRSR that takes into account inherent risk, management and control, and safety performance. Once operators have been assigned a risk profile score, they will be ranked and grouped into one of six cost-recovery tiers. This tier-based approach ensures that operators with higher risk profiles and greater regulatory effort requirements pay higher fees while those with lower risk profiles pay less.

For less complex commercial operators, amendments to the national regulations will allow them to apply for a determination that their operations require less regulatory oversight. If granted, these operators will be required to pay a reduced annual accreditation fee. Furthermore, the bill's proposed changes to the definition of private sidings directly affect commercial operators as it will allow freight terminals to be included in the definition. This change enables the rail infrastructure managers of certain freight terminals to be registered instead of accredited, resulting in lower application fees and annual fees for these managers.

One area of industry that is particularly impacted by this bill is that of tourist and heritage operators. Under the current arrangements, these operators are required to pay a reduced annual fixed fee of \$2,000 in addition to a variable annual fee. However, these fees cover only around 5 per cent of the cost of regulating the sector, with the remainder of the cost being shouldered by commercial operators.

In light of the infrastructure and transport ministers' agreement that the cost of regulating tourist and heritage operators will be borne by all governments, including the commonwealth, the rail safety bill aims to significantly reduce the subsidisation of the sector by commercial operators. Consequently, governments across all jurisdictions will collectively contribute \$4.9 million to cover the cost of regulating tourist and heritage operators. South Australia's contribution is estimated to amount to 4.81 per cent of the national contribution to the ONRSR, as agreed upon in May 2021.

This bill is the product of extensive consultation and engagement with various stakeholders, including industry representatives and government officials. The Office of the National Rail Safety Regulator has worked diligently to develop a cost-recovery model based on risk and regulatory effort, incorporating insights from international cost-recovery models, risk profiling tools and regulatory effort data collection.

Throughout the development of this model, the ONRSR has conducted four formal consultation stages, which consisted of chief executive briefings, risk profiling workshops, the release of a cost-recovery consultation paper and financial impact discussions with commercial operators. Additionally, draft legislation was circulated to industry and union representatives for consultation in September 2022.

The rail industry's response to the proposed changes has been overwhelmingly positive. Despite many commercial operators facing higher fees, they have understood and accepted the logic and application of the new cost-recovery model. It is clear that the industry has recognised the importance of a transparent, risk-based and proportionate approach to funding the regulation of rail safety.

This bill marks a significant milestone in the ongoing pursuit of improved rail safety. By implementing a new cost-recovery model based on risk profiles and regulatory effort, this bill ensures a more equitable and transparent funding structure ultimately benefiting commercial operators, tourist and heritage operators and governments alike.

In conclusion, this bill represents a significant step forward in the ongoing development and refinement of our nation's rail safety regulatory framework. By taking a comprehensive, consultative and risk-based approach, this bill offers a more transparent, equitable and effective funding structure for the rail industry while ensuring the safety of both passengers and operators. This bill stands as a testament to the government's ongoing partnership with regulators and the rail industry as well as the dedication of all parties to delivering better outcomes for our community.

I would like to express my gratitude to the Office of the National Rail Safety Regulator and all stakeholders who contributed to the development of this bill. Their hard work, diligence and commitment to a robust regulatory framework have laid the foundation for a more secure and prosperous future for our rail industry. I would also like to thank the office of the Minister for Transport

for its assistance in providing information about the bill and the process that has been involved in its development. I commend the bill to the house.

Ms STINSON (Badcoe) (16:09): Rail safety is a very important topic in my electorate of Badcoe, so I am particularly pleased that South Australia is the lead legislator for the Rail Safety National Law. This amendment bill is the latest instalment in that model bill work that is being done by South Australia. I would like to take the opportunity to thank those, some of whom are in the gallery with us today, who have worked so hard on this piece of legislation: the ONRSR but also those in the minister's office who have no doubt spent countless hours making sure that this piece of legislation, complex as it is, comes to this parliament in good shape.

The bill implements the 2011 COAG agreement that national regulators for rail, maritime and heavy vehicles progress towards a full cost-recovery model for industry operators. Although I have not heard many contributions from the other side yet, I understand that there is broad consensus and support for this bill, which is great. I will go into a little more detail about the bill later, but I want to take the opportunity to highlight a few things in relation to rail safety that pertain particularly to my electorate, given we are talking about rail safety in this bill.

Mr Acting Speaker, I can tell you that Badcoe has a total of 16 train and tram stops, which has to be right up there amongst electorates; eight train stations along the Belair and Seaford-Tonsley lines; and also eight tram stops along the Glenelg line, several of which form the border between my electorate and Unley, so the member for Unley would be familiar with those stations as well.

All but two of the train stations have level crossings, so there is quite a degree of interaction in my community between pedestrians, cyclists and other road users, and our train and, for that matter, tram network. There are many other points at which to cross as well, not just at the actual stations, which are not boom gated, and those are obviously important in allowing intercommunity, pedestrian and bike access but also can have their own risks and dangers.

It has been a very sad eight or nine months in my community because we have seen not one but two terrible tragedies in the Badcoe community due to rail accidents. One happened less than two weeks ago at Ascot Park when a 41-year-old gentleman who was on a bicycle collided with a train at Ascot Park station on Railway Terrace and Sixth Avenue.

That has rightly horrified people in that local area who witnessed it at about 3 o'clock in the afternoon, but many people have also expressed to me that they have been thinking of the train driver in that matter who would not have had time to slow down. We know that when there are such collisions, whether they are near misses, injuries or fatalities, they do take a toll on those who are doing the good and sometimes difficult work of driving our trains and trams. That matter is currently being investigated.

Another one that I understand the Coroner is also investigating, and police are aiding the Coroner, happened in September last year. This was 63-year-old Becki Townsend Gun, who was a long-term resident in my local area. It appears from witness accounts that she was trying to take care of her dog who had run onto the train lines not too far away from Clarence Park station, and unfortunately the train collided with her. Once again, the train did not have time to slow down despite the fact that the driver saw her.

That has been a horrible tragedy for my local community as well. That is a quite well-frequented station and a fairly built-up residential area and it has been a tragedy for Becki's family, her loved ones, her colleagues and her neighbours who knew her to know that that horrible incident happened. She was a really lovely person by all accounts and is dearly missed.

This is what happens when rail safety goes wrong, when we have these incidents on our train and tram lines. Although most of us would probably be used to seeing a tram or train go past if we live in an area with a line, sometimes we can fail to accept the risks that are presented by those fast-moving vehicles. We all should obviously keep in mind that, no matter how often we cross the trainline or how familiar we are with the train timetable, these accidents can happen. My thoughts are with the families of those two people.

I must say I did have the opportunity to look back through not just these incidents that have happened in the last eight or nine months but much further back through our history. There is a fairly horrible toll, really, that has been taken along the stretches of rail in my electorate but also across the network in Adelaide. It makes for fairly sobering reading to look at some of the near-misses, injuries and also the fatalities that have happened—hence the need for legislation like this to ensure that we both have a rail safety policy and also that that is well funded and that we have a fee structure that enables this work to be done.

I might just also mention that there is much work being done in my electorate at the moment to try to ensure greater safety, particularly for pedestrians and cyclists. As I mentioned, there was a horrible accident at Clarence Park, but prior to that our government—and also, I must acknowledge, those opposite—made election commitments to upgrade Clarence Park station. It is important to note that that particular incident happened a little further away from the station, but there is a commitment of some many millions of dollars to upgrade safety at Clarence Park station itself, which borders the electorates of Elder and Badcoe.

The commitment there is for pedestrian boom gates. At the moment there is a chicane-type structure, but it is quite harrowing to sit there and watch some things that people do which are hazardous not only to themselves but, as we mentioned before, to drivers of our trains. By putting in electronic boom gates that automatically come down when trains are approaching we will deliver a much higher degree of safety for people who are in the area and a much greater degree of certainty and confidence for drivers as they come through that station.

Not all trains are stopping at that station; some of them are going through. I think sometimes pedestrians and cyclists have a hard time negotiating when a train is slowing down and when it is coming through the station at quite high speed. That is something that the member for Elder and I have campaigned for for a long time. I will acknowledge those opposite as well, who have also campaigned for that change. I am looking forward to that happening. The member for Elder and I have had several meetings already with the department in relation to that infrastructure upgrade and we are pleased that that is happening.

We have also had several meetings in relation to the aesthetics at the station. There will be some painting work done and some lighting, and we are working with our local communities to have some engagement from the local kindergartens to upgrade the look and feel of the station. We obviously want people to be safe, but we want them to feel comfortable and like they want to come and use our public transport network. It is important to us to make sure that those stations are attractive places to be and to wait, and that they are safe, convenient, protected from the rain, and pleasurable places to be for a few minutes while you are waiting for the next service to come along. That work is being done.

Likewise, there is work being done at Woodlands Park station, which is in Edwardstown, to upgrade the look and feel there as well. Some work was done during the last shutdown of the line to upgrade the electronics, and also some structural and foundation work to enable the next step of that upgrade. We will be having some non-slip surfaces, better disability access and lighting at that station, and we are also setting the platform up so that it can take CCTV in future. Although some may think it is charming, that station is a little bit rundown so I am looking forward to a paint job and some new lighting and also some reconfiguring of the shelters to make sure that they are kept in better nick.

We also have money set aside in the budget, some \$5 million, for the Goodwood station upgrade. I am working closely with the Forestville community at the moment as part of the Mike Turtur Bikeway overpass project. We will see lighting, CCTV and greater security and safety through the pedestrian underpass as part of that project. The project is very well utilised. The station basically sits in or to the side of Forestville Reserve. Many people would have been to the Unley Swimming Pool over summer; it is a well utilised area of our community and we want to encourage as many people as possible to take public transport there.

It is also worth mentioning that there are grade separations along the tramline happening that will greatly improve safety in my community. There are two significant ones happening at the

moment as well as a study into another one which is in Morphett but which will have benefits for the Badcoe community as well.

The Marion-Cross Road grade separation is incredibly important; it is about \$400 million worth of state and federal funding, and work is underway right now. There are some preliminary designs that have been released to my community and there is public discussion happening right now. In fact, tomorrow afternoon I will be heading to the Plympton Glenelg RSL for the consultation session being run by the Department for Infrastructure and Transport, and there is another one the following week that people are encouraged to come along to.

I have also been holding my own opportunities for people to come and see the plans. I have printed out some big artist impressions and some maps so that people can see what is going on there. It is a hotly awaited project and one that is very popular in my community. I am looking forward to delivering that not only for the safety benefits it will deliver in terms of separating the tram from motorists as well as cyclists and pedestrians but also because there will be some available land underneath the overpass.

We are looking for community input as to how that could be best utilised, and so far the most popular suggestions coming from my community are in relation to a community garden; people would like to see more greening in the community. These days a lot more people are living in smaller accommodation and flats, but they would still like to have the benefit of being able to grow some fruit and veggies or some flowers that they like. They are happy to do that with their friends and neighbours and have that communal experience.

So far the community garden is leading the way as the most popular option, but there is plenty of space there and plenty of things we could put in, so I am looking forward to hearing from people tomorrow evening at the RSL as well as through the wider consultation process, which includes an online survey. Obviously people can also give their feedback to their local member if they wish.

The other grade separation that is happening is really a rebuild of stop 6 over South Road. People would probably be familiar with this station: it straddles Black Forest, Everard Park and Glandore and goes over the top of South Road. That station is being rebuilt as part of the South Road project. The sunken roadway will go underneath that bridge, so the pillars and foundations need to be made deeper in that section, which necessitates the removal of that overpass and its rebuilding.

We look forward to that being back maybe not bigger but better, and we are also looking forward to that space underneath the overpass being better utilised in future. Likewise, people would like to see some greening, and there is some opportunity for some taller trees to be planted in there as well as some spaces our community could make good use of.

There are lots of local issues that come up that are raised with me as a local MP, considering that we have those 16 tram and train stations. This is also an opportunity for me to alert the house to some of those considerations and to matters that are raised with me by my local community when it comes to rail safety as well as rail amenity.

By way of declaration, I live right on the rail line; my house faces onto the rail line just metres before it hits Goodwood station. I personally love it. I do not mind the sound of the trains going past. For me it is one of the attractive elements of buying in the area, the convenience of having a train station nice and close. My kittens love it; they love running to the front door and seeing the trains go past.

When I have friends over with little kids they do like sitting out the front and watching the trains go past; it is endlessly entertaining for little ones. On Showground market days you can see the kids lining up along the fence line to wave to the driver. It is part of the whole attraction of going to the Showground markets with kids.

However, I can understand that not everyone loves the sound of a train, and people have raised with me issues in relation to the noise from the signals. My predecessor, the Hon. Steph Key, managed to get the noise turned down a little on the Leader Street signals, which still work just as well and draw people's attention to the oncoming trains, but they are just a little bit easier to deal with

for people who live around that intersection. However, we still get people raising that at other points where there are the loud bell signals.

The noise from the freight trains is something that people raise quite a lot. This is both a freight and passenger line. I have written many times to the ARTC making representations on behalf of my constituents, particularly about old, rickety and poorly maintained freight trains, which when they come through at 3 o'clock in the morning make a disproportionate amount of noise, that is beyond the limits of what is permissible under the regulations.

Sometimes the ARTC has been quick to respond, other times not so much. I would encourage the ARTC to respond in a prompt way to local constituents who do have valid concerns, and of course there are rules and regulations in place in relation to the noise that is generated on the train line that, of course, the ARTC has to adhere to.

Signage and asset measures are a point of contention. Some people want more, and some people say there are too many and it is a bit of visual pollution. But there is quite a lot of comment that I get from my community, and feedback, about signage and road markings. People are very concerned that not only motorists but also cyclists and pedestrians are aware of the risks of train lines, but at the same time it is a charming community with charming suburbs right along our train and tram lines, and people also want to make sure that the amenity and attractiveness of their communities are maintained. I frequently have conversations with DIT and ARTC about that.

Lastly, and this is probably a quite common issue that people raise, maintenance along the state and ARTC rail lines in terms of weeds and overgrowth. Obviously, everyone wants to live in a community that they feel is well looked after and attractive, and, of course, particularly after periods of rain we can really see a lot of weeds and overgrowth, and so I thank those entities when I have approached them about general maintenance issues for responding to those concerns raised by local residents.

Another thing that people raise with me quite frequently, and that they are very pleased to see, given the density of public transport in my area, is the fact that Labor is returning the tram and train line operations to public hands. Never have I seen so many people turn up for a street-corner meeting than the first few I had in relation to the privatisation of our train and tram operations. I was inundated with people who were quite concerned about this, and quite concerned that that critical piece of public infrastructure stay wholly in public hands. So, I am delighted—

Mr Tarzia: What about the buses?

Ms STINSON: Yes, you mention the buses; people are concerned about buses as well. They do raise the question of the buses with me, and this government has committed to looking into that as well. Certainly, the tram and train line operations will be coming back into public hands, and that is something that people raised with me at the time it first came up under the previous government and still raise with me to this day, but they are delighted that that work is progressing, that those conversations are going well with Keolis Downer, and that we are going to be seeing those critical services come back into public hands.

I do support this bill. Obviously, it is the latest step—and a critical step—in making sure that we have a good rail safety framework, and I am pleased that South Australia is leading that model legislation. Unfortunately, everything does cost money, but I think that investing and putting aside money and having a proper fee structure for rail safety is incredibly important. I don't think anyone would debate that. Moving to this model, where all states are operating in the same way with this full-cost recovery model from industry operators will be an improvement to the system and I hope will flow through to seeing greater and higher degrees of rail safety in our community. I commend the bill to the house.

Mr PEDERICK (Hammond) (16:28): I rise to speak to the Rail Safety National Law (South Australia) (Fees) Amendment Bill 2023. As has already been mentioned in this house, this bill seeks to amend a number of sections of the Rail Safety National Law (South Australia) Act 2012 in order to complement the Rail Safety National Law (South Australia) (Miscellaneous) Amendment Act 2022. I would like to acknowledge that we are the lead state in this national law, so obviously we need to get this legislation through the parliament.

The bill includes amendments to private sidings, defined as a low-speed section of track which is distinct from a running line. It includes exemptions for accredited persons from the annual fees prescribed by the national regulations and the insertion of a section to increase prescribed fee amounts.

The bill seeks to remove the requirement for tourist and heritage rail operators to pay the annual accreditation or registration fees to the Office of the National Rail Safety Regulator, and it will amend the definition of the term 'private siding', which will allow rail managers of various freight terminals to be registered instead of accredited, which will result in lower annual registration fees.

The Office of the National Rail Safety Regulator prescribes fees relevant to rail infrastructure managers and operators to be paid annually to that body. A new cost-recovery focused model is being introduced, which will amend the way in which accredited operators will pay their relevant prescribed fees, following broader amendments to the national law in late 2022.

At present, an accredited operator is required to pay a fixed annual fee of \$15,000, as well as a variable fee annually, based on track kilometres managed, travelled or possibly both. The new model will see an accredited operator pay an annual fee that is based on a risk profile as well as the regulatory effort required from the ONRSR to oversee the operator.

The risk profile will be structured into six tiers, with tier 1 to be considered the highest risk and tier 6 the lowest risk, respectively. Those operators allocated to tier 1 will be subjected to the highest annual fees, based on this risk profile, with those in tier 6 subject to the lowest. There are, however, types of railway operations not included in the six-tier cost-recovery model.

Railway operators that are not included in this six-tier cost-recovery model will be subject to other costing arrangements. This includes tourist and heritage sector railway operations, and accredited tourist and heritage operators are instead subject to a reduced annual fixed fee of \$2,000, including the variable annual fee. However, the bill seeks to remove the requirement for tourist and heritage operators to pay annual accreditation or registration fees.

Railway operations defined as less complex railway operations will also be exempt from the six-tier risk model, as they are considered to require less oversight. These operators will instead be subject to an annual fee of \$20,000. Additionally, railway operations that manage private sidings will only be required to be registered rather than accredited, on the ground that they also require less oversight. They will be subject to a fee of \$5,500.

This bill will amend the definition of private siding to allow various managers of freight terminals to fall under this definition, therefore being subject to the lower fee of \$5,500 rather than the considerably higher fees that are incurred under the six-tier model arrangements. The final component of the bill is to insert three new sections in the national law to enable annual increases in fees indexed via movements in the consumer price index.

Railways have made a significant impact on society, on our country and on our state. It is interesting, though, that we have had narrow gauge, broad gauge and standard gauge railway lines put in across our state. Over on the West Coast, there was a narrow gauge system, and there is some debate now at the moment about whether or not that will reopen for grain traffic for Viterro to get their grain railed into Port Lincoln.

I know even at Cummins, which is not that far out of Port Lincoln, there have been a reasonable number of incidents, with trains slipping off the lines and having derailments. Some of this might have been because of the narrow gauge. But over on our side of the world, certainly before 1995, running from Adelaide through to Mount Gambier and through to Bordertown were broad gauge railways.

As a child growing up in the Coomandook area—and that was a little while ago—we saw quite a few trains coming through because of a lot of stock of fertiliser supplies. I have early memories of the grain stacks at Coomandook where grain, once it had come off the headers, was all bagged in those days in the late sixties and was trucked in and huge stacks put up. In the old language, the bag of wheat would weigh 187 pounds, which is probably 90 kilos rounded off in the new metric language.

The bag lumpers, right across the state, had unbelievable strength. Some men would throw a bag over each shoulder. When you think about that, it is a lot of weight. It is unbelievable. Just lumping one bag would have been more than enough for me. There were huge stacks built and they had big bag elevators that would elevate the grain to many levels—probably, 20 high is not enough. It might have been a lot higher than that, but you could get a lot of bags stacked into a railyard.

Apart from that, we saw stock get transported on the rail. All the railheads had stockyards. A lot of the saleyards were next to the railheads and all the local sidings had yards to either send stock out or receive stock because it was the easiest way to do it before people over time got into their own trucks more and more. Even then, they only had little six or eight-tonne trucks that could not cart a lot of stock.

I can remember fertiliser turning up in closed vans and you would have to get it out and load it up onto your truck. Usually, you would have to go up a ramp or something to get it onto your truck. Certainly, as a 17 year old (which was a couple of days ago and a bit) I remember working at the Coomandook silo for a while trucking out grain. Back then, we did not have the bulk carriers that emptied out into grids like you see at silos now. We had the grids, but they did not have the rail freight carriages that were compatible with the grids as such.

It is how fertiliser came down the other way as well from Adelaide. They had flat railcars, obviously with sides on them. The first job you had to do was to get newspaper and fill in all the holes around the four doors—two doors each side—to make sure it did not leak and then load them up with grain. The requirement was eight railcars a day, but we could have that done by nearly 2 o'clock in the afternoon, so we would do a couple more and clean up the situation and then knock off. I note that fertiliser, once it went from bags to bulk, came down the rail line, but again there were systems put in place where there were unloading machines with giant paddles to drag it into a hopper to put it into bags in a shed at the sidings.

But I suppose the closest activity—and I have talked about it in here multiple times before—was in 1995 with the Melbourne to Adelaide rail standardisation project, where along with a friend of mine Mark Elliott, who I also did quite a bit of shearing with, we signed up as contractors to work on that standardisation project. We were making a bit of pre-seeding money. It was before Easter of 1995. Anyway, we got signed up as contractors. As I have said here many times before, it was with actual great shame, and I have said it and I agree that it was the blackest three months of my life, that I had to join the AWU, the Australian Workers' Union, so that I could work there even as a contractor.

Mr Tarzia: It's outrageous.

Mr PEDERICK: It is outrageous. But, anyway, I wanted some money, and I was getting paid well, and I was willing to work, and went on the job. It was a very interesting job because all the concrete sleepers had been put in place with all the extra cleats to shift the line (rail gauge people can google this) about six inches into standard gauge and bring it into a more standardised form across Australia. The wooden sleepers had been replaced from Melbourne to Adelaide, the concrete sleepers had been installed—a big job—and the ballast was in place, and then it was the job to get organised to shift the rail. You do not have to have much rail to have a lot of weight.

What happened was that, for those six weeks leading up to when we did the big move over the Easter weekend, we had an unclipping machine that was actually built for maintenance (so it broke down a bit) and the clips that held the rail to the sleepers were very tightly sprung steel. It was a machine with a Honda motor and it rode up the rails, almost like those old carts you can remember with the hand pumps that run up and down the rail line. One bloke sat on that. You would line it up with a clip, unclip a clip and away you would go.

Over the many, many kilometres of line, probably about 800-odd to Melbourne, that is a lot of clips, and the other bloke would pick up the clips and throw them in a heap so they could be picked up. What happened was that on the straight bits of track we would unclip every other clip, and I am pretty sure we left all the corners in place because this was still like a fully clipped-up line. This was still a fully functioning rail line but, as we unclipped more line, speed restrictions came in place.

This is a pretty popular route, Melbourne to Adelaide, that links through to Perth and also through to Darwin once it links up in Adelaide. We would unclip every other clip, and after a while you might have one clip in four or one clip in six left, but I cannot remember exactly. Obviously, with speed restrictions, they believed the line would stay in place.

Anyway, the time came for the big shift (Easter time), a big crew came through from Murray Bridge, picked me up at Coomandook a bit after five in the morning to get down to the track and we had a bus. We had to move the section from just north of Coonalpyn to south of Keith, between Keith and Bordertown, to do the big shift. There was a lot of manual labour and I got there a bit tentative as to which job we would get.

Mark and I rolled up and the supervisor said, 'Right, you two blokes get back on the unclipping machine,' and I thought, 'Well, thanks for that. That is good,' because there was a lot of manual labour and a lot of bending over with what we called the MARS bar, the Melbourne-Adelaide rail standardisation lift mechanism that would lift the rail to about waist height.

One person would flick one cleat around on the concrete sleeper, one would use a little broom to sweep it off, and that was done in sequence as the bar. There was also a mechanism to lift up the rail. It was quite a unique machine, and I guess about half a dozen people were working on that section to do that. We got into it, and we would get out there unclipping line. It was a unique role because it was the first job I had ever had where if something broke you sat down while the breakdown crew fixed it.

One day, because this unclipping machine would break quite a bit, I am sitting in the supervisor's car and he says, 'Have a look at the documents on the plan on doing the line.' I said, 'Well, what's going on? This says we should only be doing eight kilometres a day and we're doing 16.' He said, 'That's fine. Just keep going.' The beauty of it was that the rail operators—we had done everything we had to do within three days instead of four—celebrated with some light refreshments in the Tintinara Hotel on the Monday because we had moved the line, done our quota.

There is a historic photo—and maybe someone who is listening has a copy of it, because I have not seen it—that is a bit like the Wild West in America when the two teams meet. We did not have a train at each end, but we had crews and equipment and trackers. I remember I stood on the front wheel of a tractor to make sure I could be seen amongst all the many people in the photo. I must chase that photo up and see if someone does have a copy of it.

I guess that is a bit of a long story, but it just goes to show what had to happen. It is still a lot of manual labour to make sure that we can get that rail standardised. I notice some of the rail projects that are going in place in the Eastern States potentially link in with us. Sadly, because of cost factors and maintenance factors, we lost the Mallee lines a couple of years ago. I was proud to be part of the celebration of the centenary of the Pinnaroo line quite a few years ago in the early 2000s.

In respect of the actual bill, I hope that what we can see from it is some of the little tourist and heritage rail operations that may happen. There has been a lot mooted around locally—perhaps a service coming out of Murray Bridge, going out to Karoonda for a lunch or a morning tea and then coming back. It would need a lot of maintenance now and a lot of work. That is the issue with trains. I also acknowledge that roads do take a hammering from freight, but the reality is a lot of rail has gone out of business.

There is a lot of discussion also about rail being used for public transport further out into the regions. I think it would be great if it stacked up. One reason is not so much about cost, although it would be a huge cost to make it stack up. One reason it does not stack up even just getting to Murray Bridge is that it is two hours and 17 minutes to get there from Adelaide. I know people travel on the *Overland* to Melbourne, but that is more is a bit more of an experience. It is a little bit like the experience if you do the *Ghan* or the *Indian Pacific*. I was privileged to do the trip from Darwin once, and it is a very enjoyable trip down to Adelaide.

The reality is you can get to Adelaide in an hour under that, in one hour and 17 minutes, even in a bus from Murray Bridge. I know there has been talk in this place about getting high-speed rail. I know there has been talk with companies from overseas about coming here and trialling trains. They are going to have to shave some time off on the rail, or there are going to have to be some

major infrastructure builds. I do not think anyone has the cash to dig a tunnel from Mitcham through to Mount Barker, which would give you a huge opportunity for high-speed trains, or higher speed trains, but it would come at a huge cost.

We see how the government today have pushed back the South Road tunnelling project. That is costing many billions of dollars. It has gone out by \$5½ billion. I hate to think what a project tunnelling through to Mount Barker would cost. One thing it would do, if it did happen, is it would open up that rail access to the South-East and also to the south, to Victor Harbor. That is the nexus: you have to get to Mount Barker first.

Years ago I can remember travelling on the *Bluebird*, which used come out five days a week to Coomandook, and that would take three hours. It would leave Adelaide at 8 o'clock in the morning and get to Coomandook at 11 o'clock. I know other members have spoken here of some of the other trains that were about in the past. The Redhens were fantastic. One of my grandfathers was a conductor at Gawler. We would get on there when the subway was still there. We used to play on it as kids. We would jump on the train. It would be a bit hot. You would slide these great sliding doors off. There was no occupational health and safety. No-one fell out—that I saw, anyway—and it was just a different world, roaring along the line between Gawler and Adelaide with the Redhens.

Certainly, railways have a lot of romance about them, but at the end of the day you have to make them pay. I hope that with this bill we can get the right outcomes, the right regulatory framework so that people are not paying too much, and we get the right framework to make it work for this state as the lead legislator for the country.

Mrs PEARCE (King) (16:49): I rise to speak in support of the Rail Safety National Law (South Australia) (Fees) Amendment Bill 2023. As the minister has outlined in his second reading explanation, this will allow the Office of the National Rail Safety Regulator to be funded by way of a new cost recovery model.

As the lead legislator for the Rail Safety National Law, the passing of this bill implements the 2011 Council of Australian Governments agreement that the national regulators for rail, maritime and heavy vehicles would progress towards a full cost recovery from industry operators. This bill therefore supports the implementation of the new cost-recovery model and associated charges, while also amending the Rail Safety National Law:

- to allow a freight terminal to fall within the definition of a private siding;
- to remove the requirement for accredited and registered persons to pay a fee when applying to vary their accreditation or registration;
- to exempt tourist and heritage operators from the requirement to pay an annual accreditation or registration fee;
- to require the National Rail Safety Regulator to ensure that tourist and heritage operators are recorded in the National Rail Safety Register; and
- to allow the national regulations to prescribe a method by which accreditation fees, registration fees and exemption fees may be increased each year, and to require the regulator to publish the fees.

Currently, tourist and heritage operators of rail are charged an annual fixed fee of \$2,000 in addition to the variable annual fee. These operators, while charged a reduced annual fee, cover very little of the regulatory effort that the sector attracts, covering only about 5 per cent of the cost of regulating the sector, with the remainder of the cost currently being met by commercial operators. Therefore, it was agreed that these costs would fall to governments, including the commonwealth, and are not to be cross-subsidised by commercial operators, which is understandable as currently most tourist and heritage operators have their annual fees paid for by government as a community service obligation.

We know how important these organisations are not only as a drawcard for tourism but for community wellbeing and identity as well. Take for example the Pichi Richi, a train line that I absolutely adored as a young girl and one that continues to be adored by those young and old up north. For those who do not know its heritage, the Pichi Richi was constructed back in the 1870s-80s as the Port Augusta and Government Gums, now known as the Farina railway, which is north of the

Flinders Ranges. The line was extended to Oodnadatta in 1891 and further to Alice Springs, some 1,241 kilometres, in 1929, establishing an important rail link to central Australia.

In fact, the famous *Ghan* passenger train travelled along that line from 1923 to 1956 and on the northern part of that route until the 1980s. Now you can enjoy a full-day or half-day trip aboard a restored steam or heritage diesel train on the original *Ghan* route between Port Augusta and Quorn on the Pichi Richi railway. I must say, it is absolutely stunning. Imagine watching the gum-lined creeks, bluebush-studded hills and ancient rocky outcrops roll past, truly showcasing our gorgeous outback.

I understand that all trains on the line use historic steam or diesel locomotives, railcars or immaculately restored timber carriages, with some being more than 130 years old. Since 1973, volunteers of the Pichi Richi Railway Preservation Society have continued to proudly restore and run the railway. In fact, this year they celebrate their 50th year since the society was established. I wish them a very happy anniversary and congratulate them and thank them for all their efforts.

It is because of the volunteering efforts on the Pichi Richi railway that people are able to be taken for the scenic ride from Port Augusta up to Quorn by rail, enjoying our history, just like those who dedicate their time down south to the SteamRanger with a shared sense of enthusiasm for rail, bringing people of all walks of life together to share in their passion and learn from our history.

I understand the SteamRanger operates over 200 days across the year and attracts over 60,000 people annually. I myself experienced a trip some years ago to celebrate a friend's 30th and thoroughly enjoyed a day visiting local towns, businesses and wineries across the Langhorne Creek and Currency Creek regions along the way. Those 60,000 people are a massive boost for local jobs in tourism, accommodation, hospitality and essential services as well as facilitating connection in the community, providing training, education and volunteering opportunities.

On top of all that, the SteamRanger has contributed over \$18.5 million of economic activity to the regional economy over a five-year period. I am pleased that, having secured the state government funding of \$8.9 million, investment is able to be made in the much-needed remediation works for the SteamRanger, preserving and upgrading this historic railway, which I am sure will help to ensure the SteamRanger can continue to be a joy to many who ride it for generations to come.

I have shared many times in this place that I was raised in Port Pirie, a city that has developed and is iconic due to the industry there: primarily the smelters, the wharves and grains, and all of the support industries that have developed over the years to feed into the sectors. Without our train lines, these industries would not be what they are today.

As such, I am pleased that industry representatives have been an integral part of the model's development, that the regulator reports that discussions with operators on the financial impacts of the new model during 2021 and 2022 were extremely constructive and that even though many commercial operators will be paying higher fees, they understand and accept the logic and the application of the model that is being applied, because the reality is that currently four Australian jurisdictions are not operating at full cost recovery in relation to rail safety, and there is nothing more important than safety. We are addressing this in a fair and balanced manner.

I understand that the new model will pull together the risk profile scores and data on regulatory effort collected by the Office of the National Rail Safety Regulator, and group commercial operators into six cost-recovery tiers. The tier amounts will be set out in the Rail Safety National Law National Regulations 2012 (national regulations), and the operators allocated to tier 1 will be those that have the highest risk profile and attract the most regulatory effort. As such, the operators in tier 1 will pay the highest annual fee, while the operators in tier 6 will pay the lowest amount. I understand that there is also capacity for operators to appeal if they believe they have been allocated to an inappropriate cost-recovery tier.

I appreciate that there is a desire from industry across our country to have this new cost recovery model and the associated charges operational from 1 July this year. I appreciate that, as lead legislator in this space, it is up to South Australia to get this done, and as such I commend this bill to the house.

Ms CLANCY (Elder) (16:57): I rise to speak in support of the Rail Safety National Law (South Australia) (Fees) Amendment Bill 2023. Before I get into it, I would like to acknowledge the contribution of the member from the other side of the house, in which he claimed that having to join the AWU was outrageous, and in the same sentence said, 'But I was getting paid really well.' Can I just have it noted that the reason you were paid well was the union movement. Just as South Australia was a leader in giving women the right to vote—

Mr Pederick interjecting:

Ms CLANCY: I just thought you would be excited that I was listening to you, member for Hammond.

Mr Pederick: I am pleased.

Ms CLANCY: Yes, someone has to. Just as South Australia was a leader in giving women the right to vote and run for parliament, and South Australia has been a leader in renewable energy, our state is also the lead legislator for the Rail Safety National Law. The bill before us today implements the 2011 Council of Australian Governments' (COAG) agreement that the national regulators for rail, maritime and heavy vehicles would progress towards full cost recovery from industry operators. COAG set the following principles to guide the development of the cost-recovery model:

- the model be transparent;
- fees should be based on a national model;
- fees should be reflective of and proportionate to rail transport operator risk classification;
- fees should be aligned with the regulator's regulatory effort—the regulator is the Office of the National Rail Safety Regulator (ONRSR);
- cross-subsidisation should be avoided. However, cross-subsidisation, if used, must be transparent; and
- the model should be simple to administer.

What this bill does is make amendments to the Rail Safety National Law that are required to support the implementation of the new cost-recovery model and associated changes.

While much of the detail of the new model can be implemented by amending the Rail Safety National Law National Regulations 2012, the Rail Safety National Law needs to be amended to:

- remove the requirement for accredited and registered persons to pay a fee when applying to vary their accreditation or registration;
- exempt tourist and heritage operators from the requirement to pay an annual accreditation or registration fee;
- require the National Rail Safety Regulator to ensure that tourist and heritage operators are recorded in the National Rail Safety Register; and
- allow the national regulations to prescribe a method by which accreditation fees, registration fees and exemption fees may be increased each year and to require the regulator to publish these fees.

We are hoping this bill is passed in both houses, to come into operation on 1 July this year. The regulator has engaged with industry on the cost-recovery model, so industry is already aware of this targeted commencement date. It is important to note that this engagement by the regulator has been comprehensive. The consultation process was one of significant engagement with industry since 2018 via a reference group, workshops and meetings with individual operators as well as governments. This included:

- a review of cost-recovery models in other industries and rail internationally to identify any learnings for a model based on a risk and regulatory effort;

- development of a risk profiling tool for use in cost recovery;
- collection of regulatory effort data for use in cost recovery;
- fee modelling; and
- consideration of policy issues associated with any change to the regulator's cost-recovery model.

A number of key policy issues were identified as the project progressed, including current areas of cross-subsidisation, the treatment of the tourist and heritage sector and less complex rail operations.

The Office of the National Rail Safety Regulator conducted four formal stakeholder consultation phases. Stage 1, which occurred between September and October 2020, consisted of chief executive briefings. Stage 2, which occurred between November and December 2020, consisted—I am sorry, the member for Badcoe is making me laugh.

The ACTING SPEAKER (Ms Stinson): I am sorry, member for Elder. I am making you laugh.

Ms CLANCY: Rail safety is not a laughing matter. Stage 2 consisted of risk profiling workshops and information sessions. Stage 3 occurred in December 2020, when the regulator released its cost-recovery consultation paper—I am sorry, member for Hammond.

Mr Pederick: You don't have to apologise to me.

Ms CLANCY: Who knew that all these stages of consultation were so hilarious? Stage 4, which occurred from June 2021 to 2022, consisted of one-on-one meetings with larger commercial operators and group sessions for smaller and less complex operators on the financial impacts of the model. In addition, drafting instructions were circulated to industry representatives for consultation from 8 to 17 June 2022. Draft legislation was also circulated to industry and union representatives, member for Hammond, for consultation from 7 to 21 September 2022.

In addition to industry consultation, the regulator met with commonwealth, state and territory government representatives during 2018, 2019 and 2021 to socialise the cost-recovery model, update governments on its progress, and discuss funding of the tourist and heritage sector. As is evident through this extensive consultation process, industry representatives have been an integral part of the model's development—as they should be.

The regulator reported that discussions with operators on the financial impacts of the new model during 2021 and 2022 were extremely constructive, and even though many commercial operators will be paying higher fees they understood and accepted the logic and the application of the model.

The main feature of the new cost-recovery model is that commercial rail transport operators will pay an annual accreditation fee based on their risk profile and the regulatory effort expended by the regulator. The main difference between the new model and the existing cost-recovery arrangements is the method used to calculate the annual accreditation fee payable by a commercial rail transport operator. Currently, an accredited commercial operator is required to pay a fixed annual fee of \$15,000 as well as a variable annual fee that is based on track kilometres managed and track kilometres travelled or both.

Under the new cost-recovery model a commercial operator will pay one annual accreditation fee that is based on the operator's risk profile and the regulatory effort required from the regulator to oversee the operator and other operators with a similar risk profile. The risk profile of an accredited rail transport operator will be calculated using the risk profiling tool developed by the Office of the National Rail Safety Regulator. The new cost-recovery model will completely remove the need for governments to subsidise the cost of regulating the safety of the commercial rail industry.

In terms of tourist and heritage operators, under the current arrangements tourist and heritage operators are charged a reduced annual fixed fee of \$2,000 in addition to the variable annual fee. Most of these operators have their annual fees paid for by government, so they cover very little of the regulatory effort the sector attracts. In fact, tourist and heritage fees cover only about 5 per cent

of the cost of regulating the sector. The remainder of the cost is currently met by commercial operators.

Given this, it was agreed by infrastructure and transport ministers that the cost of regulating tourist and heritage operators would fall to all governments, including the commonwealth, and would not be cross subsidised by the commercial operators. This means the subsidisation of the tourist and heritage sector by commercial operators will be significantly reduced under the new arrangements.

Under these changes, the states, territories and the commonwealth will pay a total of \$4.9 million towards the cost of regulating tourist and heritage operators. South Australia's contribution to cover tourist and heritage operations will be just 4.81 per cent of the \$4.9 million national contribution to the regulator, as agreed in May 2021.

As the member for Elder, I am very lucky to have an electorate connected to three train lines: the Seaford line, which I share with the member for Badcoe; the Flinders line, which I guess when I come to think of it I do not get to have all by myself but share with the member for Davenport; and a teeny bit of the Belair line, which I share with the member for Unley and the member for Waite. I love that, because of another election promise being delivered, all seniors can currently use these trainlines and all other public transport services for free all the time.

When the former Liberal government announced their privatisation of our trains and trams, I was proud to stand in solidarity with workers and commuters campaigning for the privatisation not to go ahead, getting petitions signed by hundreds of people on many early mornings. Sadly, the government of the time ignored the pleas of the community and went ahead with the privatisation. However, now I get to stand proud as a member of the Malinauskas Labor government, a government committed to reversing this privatisation.

Our first budget included \$1 million to fund a commission of inquiry to advise the government on the return of trains and trams into public ownership. Thanks to positive early negotiations, Keolis Downer and the government now have the same objective, and the rail operations will be returned to public hands. Other commitments in the track space—boom tish—include:

- \$55.1 million for reinstating the construction and operation of a port rail spur for the Outer Harbor line;
- \$29.4 million for improving services to Mount Barker and the Adelaide Hills;
- \$10 million to optimise the operation of the automated protection system on the Seaford line;
- \$2 million to upgrade the Noarlunga Interchange;
- \$1.5 million to install an activated pedestrian rail crossing near Kilkenny Primary School;
- \$1.4 million to ensure the continued running of the *Overland* train service between Adelaide and Melbourne;
- \$530,000 to construct a car park and kiss-and-ride space adjacent to the Tambelin Railway Station;
- \$500,000 to install CCTV at West Croydon Railway Station—

I could just go on and on—

- 416,000 for investigations into how to better integrate public transport opportunities in regional areas; and
- locally, we are upgrading Woodlands Park train station and Clarence Park train station. Preliminary work has started on both, and the member for Badcoe and I are working together with the minister, his office and the department on the progress of these upgrades.

I am proud of our government's work in transport, in particular rail, and I commend the bill to the house.

Ms THOMPSON (Davenport) (17:09): I rise to speak on the Rail Safety National Law (South Australia) (Fees) Amendment Bill. The amendments to the Rail Safety National Law will allow the office of the National Rail Safety Regulator to be funded by way of a new cost-recovery model, easing the burden placed on Australian states and territories. Put simply, these amendments present a better deal for taxpayers right across Australia.

While legislation passes in South Australia, this new model will operate nationally and minimise the need for cross-subsidisation across rail sectors. It will apply full cost-recovery to commercial rail transport operators and take into full consideration both their risk and regulatory efforts. Currently, four Australian jurisdictions, not including South Australia, are not operating at full rail safety cost recovery. This has resulted in the affected jurisdictions contributing a sum of more than \$10 million towards the cost of regulating commercial operators.

Under the new model, these jurisdictions will no longer be required to provide this funding. As the lead legislator for Rail Safety National Law, amendments passed by this parliament will apply in all states and territories, with the exception of WA. The new model sees a significant change to the methods used for calculating annual fees payable by rail transport operators. Currently, an accredited operator is required to pay a fixed annual fee of \$15,000 in addition to a variable annual fee based on track kilometres managed, track kilometres travelled, or both.

Under the new model, cost recovery will take the form of a single annual accreditation fee that is calculated against an operator's risk profile and the efforts required of the Office of the National Rail Safety Regulator for oversight. Risk profile in turn will be measured against the three primary components of inherent risk: management and control and safety performance. Subsequently, the new model will see commercial operators characterised into six cost-recovery tiers.

Operators allocated to tier 1 will be those assessed as having the highest risk profile and attracting increased regulatory effort. This will result in a higher annual fee than operators carrying a lower risk profile in a balanced and equitable system. In instances where an operator believes its classification to be incorrect, they retain the right to appeal their categorisation. Most importantly, this model will negate the need for governments to subsidise rail safety regulation costs, presenting a saving for Australian taxpayers in excess of \$10 million.

As lead legislator, the passage of this amendment bill through the South Australian parliament will come to the benefit of people living in jurisdictions, including the Australian Capital Territory, New South Wales, Northern Territory, Tasmania and Victoria, with savings on regulatory expenses meaning funding becomes available for vital public services and infrastructure. Further to changes where commercial operators are concerned, the requirement for accredited and registered persons to pay a fee when applying to vary their accreditation or registration will be removed—putting hard earned back into the pockets of affected individuals.

In addition, the bill will exempt tourist and heritage operators from the existing requirements to pay an annual accreditation or registration fee and require these tourist and heritage operators to be recorded on the National Rail Safety Register. This is important because when I think about rail in this state I think about tourism. I think about people boarding a train in Victoria bound for South Australia, ready to take in all that our incredible state has to offer.

We have seen record-breaking activity in South Australia in recent months driven by the return of the Adelaide 500 to our streets, a Fringe season that saw one million tickets sold, the AFL's inaugural Gather Round, which South Australia will proudly continue to host, and the LIV Golf tournament at Grange. We know for a fact that people travelling to these major events did not come just by car or by plane: they also came by rail.

While major events attracted tourists to South Australia in the first instance, we know they stayed here for our regions. They took in the Adelaide Hills, McLaren Vale and the Barossa Valley. They travelled to Monarto, Hahndorf and Victor Harbor. For some, these opportunities arose after travelling to South Australia on the *Overland*, which for many remains the most enjoyable and most practical means of transport between Melbourne and Adelaide and everywhere in between.

The service has operated since 1887—135 years of travel between two capital cities—taking in the sights and sounds of Australia's oldest regional towns where, of course, travellers hop off,

spend money and support small businesses. There is a certain romance that comes with travelling through the countryside on a train, a romance we can ill afford to lose. Approximately 9,000 passengers travel on this service each year at present, and I am confident that we are not far off returning to the *Overland's* pre-COVID patronage of 30,000 travellers each year.

The *Overland* services more than just tourists though, providing a vital and reliable transport link between communities in regional South Australia, including Murray Bridge and Bordertown. These rail links will be of particular importance as we prepare for considerable growth in our regions. The *Overland* also provides an avenue for those travelling from Melbourne to connect with the *Indian Pacific* service to Perth and the world-renowned *Ghan* journey. It is a bucket list item for so many retirees travelling across our great country.

The Adelaide to Melbourne route was historically supported by funding from both the Victorian and South Australian governments, with the *Overland's* continued operation dependent on Great Southern Rail receiving funding from the state government. That is why so many were left scratching their heads when a cruel Liberal funding cut almost brought the *Overland* to its knees. Disappointingly, under the former Liberal government this longstanding, reliable and unique travel route between South Australia and Victoria was under threat of collapse.

The former Marshall Liberal government refused to execute a crucial funding agreement, and in 2018 people were told bookings for the *Overland* could be halted. Thankfully, the Victorian Labor government stepped in, as it needed to, and the *Overland* continues operations today. With a Labor government in South Australia, you can rest assured support for the *Overland* will continue into the future.

In contrast to the previous Liberal government, we want people to come here. We know the important role that the *Overland* plays in supporting our state's tourism industry. We want to support small businesses, the hospitality industry and the arts. We want people to come and see our state. We want people to explore our wine regions, visit our world-class restaurants and take in our pristine beaches and coastal towns. We want people from Victoria to jump on a train and attend events like the Adelaide 500, which the government worked so hard to return to our streets.

How fortunate we were to invite the rest of the country to our state for the AFL's inaugural Gather Round, the first event of its kind, brilliantly showcasing both our city and the regions, dragging people to every corner of South Australia. It is a credit to our Premier to have secured such an opportunity, and it is a credit to South Australians that Gather Round will be returning to our proud state for the next three years.

As well as the beloved *Overland*, we also have the iconic SteamRanger, the famous Cockle Train and the renowned Pichi Richi Railway. My children have fond memories of travelling on the Cockle Train with their grandparents. It was always a special occasion for them, riding aboard a proper steam train as it travelled throughout the picturesque Fleurieu Peninsula region on Adelaide's oldest steel railed railway, and of course at the end of the line hopping off to enjoy beautiful Victor Harbor.

In South Australia, we are lucky to have so many tourism drawcards, and it is fantastic to see the rest of the world begin to recognise this. When we discuss this bill and our railways, we of course cannot forget our suburban trains and the dedicated passenger service assistants and train drivers who work on our currently privatised suburban railway. These workers support vital transport services and often go above and beyond to help members of the community.

Just this morning, a member of my team witnessed a train driver exit the cabin, set up a ramp and take the time to personally assist a commuter with mobility issues board the train. He did it with a smile and a cheerful, 'I will check on you at arrival.'

It is pleasing to see that \$10 million has already been spent to optimise the operation of the automated protection system on the Seaford line. The Seaford line services the whole of Adelaide's south, and I am proud to form part of a government that actively considers the transport needs and wants of every person in every corner.

Alongside investment in the Seaford railway line, the state government is delivering \$2 million for the much-needed and long overdue upgrade of the Noarlunga Interchange, a critical

piece of southern Adelaide's public transport network. We are investing in preserving our heritage as well, which is why we have committed \$9 million to deliver essential upgrades for the SteamRanger Heritage Railway that services our beautiful south coast. This is an important bill. Put simply, it is a better, more cost-effective and more supportive model for our nation's rail services. I commend this bill to the house.

The Hon. A. KOUTSANTONIS (West Torrens—Minister for Infrastructure and Transport, Minister for Energy and Mining) (17:19): I would like to thank all the participants for their valued contributions to this important piece of legislation. South Australia has a heavy responsibility when it comes to these national reforms. We are the lead legislator, not only for energy but also for rail safety and the National Heavy Vehicle Regulator. So South Australia, being at the crossroads of the nation, between our Western Australian cousins and our New South Wales, Victorian and Queensland cousins, is an important legislator.

This parliament has taken this responsibility incredibly seriously and we have done so now for over a decade. We have done it because we believe in the federation and we believe passionately in states' rights and also because we are uniquely blessed amongst other nations: we are a country with a continent to ourselves. We border no other nation, and it is important that the six states and of course our territories cooperate in a way that allows for the seamless passage of freight and our citizens and trade across our borders. It has served our nation well, making our economy one of the great examples of a flourishing economy anywhere in the world.

I thought I would point out a few things before I close. I want to thank the opposition. This is always difficult for an opposition. These changes are debated and finalised amongst governments that are a part of the transport minister's council or the national cabinet or whatever COAG arrangement is in place at any one time, which does not include oppositions. The bill then comes to this parliament for passage and on the basis of the national agreement, the opposition, being a loyal opposition no matter who they are, have always granted passage to these legislative reforms.

Oppositions, as I was just a few months ago, get lobbied by industry sometimes to make changes to national reforms. They are in a unique position, and it is difficult for them to often have to say, 'Look, we believe in the COAG process—the national reform process. We allow ministers to make these decisions at a national level and we support these projects.' Of course, that does not mean that that support is binding on a change of government. They of course can advocate for changes to these laws.

They can change them so that they do not reflect their views when they come to office if they have state-based regimes, but ultimately it is difficult to know that whatever their personal positions are they are going to support this legislation. I am not saying that they outsource their thinking to others. It is not what I am talking about. What I am saying is that they are putting the nation above their own interests, so for that, I thank them. It is difficult. It has been a longstanding tradition of this parliament that that is how we behave, and I think it is a credit to them and to this parliament that the opposition, no matter who it is, is loyal to the country.

The bill makes amendments to the Rail Safety National Law that are required to support the implementation of a new cost recovery model and a series of associated changes, as many of the speakers have previously said. It is an important piece of legislation. While much of the detail of the new model will be implemented by amending the Rail Safety National Law Regulations 2012, the Rail Safety National Law needs to be amended:

- to allow a freight terminal to fall within the definition of a private siding;
- to remove the requirement for accredited and registered persons to pay a fee when applying to vary their accreditation or registration;
- to exempt tourism and heritage operators from requirements to pay an annual accreditation or registration fee—this is very, very important as the previous speakers indicated;
- to require the National Rail Safety Regulator to ensure that tourism and heritage operators are recorded in the National Rail Safety Register; and

- to allow the national regulations to prescribe a method by which accreditation fees, registration fees and exemption fees may be increased each year and to require the regulator to publish those fees.

When do we want this bill to come into operation? The bill has been drafted so that amendments will come into operation on a day to be fixed by proclamation. I am advised by ONRSR, the Office of the National Rail Safety Regulator, that their strong preference is for the bill to come into operation on 1 July this year and that is something that we will be aiming towards. This would align with the expectations of the infrastructure and transport ministers meeting and the rail industry, which I think everyone in this house is keen to do. However, as I said earlier, that relies on the bill being passed through both houses of parliament in a timely manner.

If, for whatever reason, the parliament delays, and the bill is not passed in time for it to commence on 1 July, then ONRSR will have to consider other options available to it. These include extending the operation of the existing cost recovery arrangements and seeking the approval of responsible ministers of the infrastructure and transport ministers meeting to increase existing fees for the next financial year 2023-24; or we could introduce the new six-tier fee structure for annual fees for accredited operators as well as a less complex railway operation annual fee.

This would be possible because the fees can be introduced by amending the Rail Safety National Law regulations or by increasing the application for fees for accreditation, registration, exemptions, by amended national regulations. We do have to amend the act to achieve these changes. It is, of course, a new cost recovery model so we do need to change the law.

I think it is important that we just briefly touch on what the amendments actually are. The amendments are required set out a formula that determines whether, and by how much, certain fees will be indexed on 1 July of each and every year commencing from July 2024; increase to the application fees for accreditation and variations of conditions or restrictions applying to accreditation; for registration and variation of conditions or restrictions of registrations; and for exemptions, variations of exemptions, and the variation of conditions and restrictions of exemptions; and, also, to set the new less complex railway operations annual fee of \$20,000 and specify the criteria that the National Rail Safety Regulator must be satisfied to apply in respect to railway operations carried out by applicants.

The national regulations will also need to be amended to set the annual fee amounts for the six tiers that most accredited rail transport operators will be allocated to; to set out a method by which the fee for each tier will be calculated; and to set out the process by which the accredited operator will be assigned one of the six tiers, including the methodology for determining an operator's risk profile; and, importantly, to allow for a decision of the regulator regarding the less complex railway operations annual fee.

Why is ONRSR doing this? They were tasked by infrastructure and transport ministers with developing a national cost-recovery model based on risk and regulatory effort. The pricing risk is very important in rail. It is important that we actually reward good behaviour, we reward good safety practices, we reward companies that are actually doing the right thing so this is a way of us attempting to do that. When I see the member for Adelaide nodding in agreement, that reassures me that we are on the right track.

What is the main feature, you might ask, of this new cost recovery? Thank you for asking, member for Lee. The whip is very inquisitive indeed, getting us to that all important 5.30 mark. The main feature of the new cost recovery model is that the commercial rail transport operators will pay an annual accreditation fee based on their risk profile, and the regulatory effort expended by the ONRSR. The ONRSR acronym, of course, is the Office of National Rail Safety Regulator, for those who are interested.

This will completely remove the need for governments to subsidise the cost of regulating the safety of the commercial rail industry. Why is that important? Valuable tax dollars should be going towards important critical services like health and education and infrastructure. These are precious, precious dollars. People who are involved in this commercial industry can afford to pay for their own regulation. This is an important, important reform.

There are differences between the current model and the model we are moving towards. I know members are keen in anticipating what those differences are, so what I thought I would do is highlight them to the house. The main difference between the new model and the existing cost recovery arrangements is the method used to calculate the annual accreditation fee payable by a commercial rail transport operator. This is complex and important for us to unlock.

Currently, an accredited commercial operator is required to pay a fixed annual fee of \$15,000 as well as a variable annual fee that is based on track kilometres managed, track kilometres travelled, or both. Under our new model, the new cost-recovery model, a commercial operator will pay one annual accreditation fee that is based on the operator's risk profile and the regulatory effort required by Office of the National Rail Safety Regulator (ONRSR) to oversee the operator and other operators with a similar risk profile.

This makes intuitive sense to me, and I can see the shadow minister in strong agreement with me. I can see my powers of persuasion are winning him over as we speak. With those few words, I thank the house for its indulgence and the speedy passage of this bill. I commend the bill to the house.

Bill read a second time.

Third Reading

The Hon. A. KOUTSANTONIS (West Torrens—Minister for Infrastructure and Transport, Minister for Energy and Mining) (17:31): I move:

That this bill be now read a third time.

Bill read a third time and passed.

SUCCESSION BILL

Introduction and First Reading

Received from the Legislative Council and read a first time.

At 17:33 the house adjourned until Thursday 4 May 2023 at 11:00.