

## LEGISLATIVE COUNCIL

Thursday, 3 August 2017

The **PRESIDENT (Hon. R.P. Wortley)** took the chair at 14:18 and read prayers.

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

### *Bills*

#### **PUBLIC INTEREST DISCLOSURE BILL**

##### *Conference*

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:19):** I seek leave to move a motion without notice concerning the conference on the bill.

Leave granted.

*Members interjecting:*

**The PRESIDENT:** Order!

**The Hon. T.J. Stephens:** I am sick of being on stand-by on that one. I have not been out in weeks.

**The PRESIDENT:** Well, you might be on stand-by a little bit longer. Allow the minister to do his business. Minister.

**The Hon. P. MALINAUSKAS:** I move:

That the sitting of the council be not suspended during the continuation of the conference on the bill.

Motion carried.

### *Petitions*

#### **PARA WIRRA CONSERVATION PARK**

**The Hon. J.S.L. DAWKINS:** Presented a petition signed by 201 residents of South Australia requesting the council to urge the government to take immediate action to prevent the construction of any mountain bike trails or permission for mountain bike riding anywhere in Para Wirra Conservation Park.

### *Parliamentary Procedure*

#### **PAPERS**

The following papers were laid on the table:

By the Minister for Employment (Hon. K.J. Maher)—

Determination of the Remuneration Tribunal No. 5 of 2017—Auditor General, Electoral Commissioner, Deputy Electoral Commissioner, Health and Community Services Complaints Commissioner

Determination of the Remuneration Tribunal No. 7 of 2017—Review of Salary of the Governor of South Australia

Report of Remuneration Tribunal Relating to Determination No. 5 of 2017—Review of Remuneration for the Auditor General, Electoral Commissioner, Deputy Electoral Commissioner, Health and Community Services Complaints Commissioner

Report of the Remuneration Tribunal No. 6 of 2017—Review of Salary for Presidential  
Members of the South Australian Civil and Administrative  
Tribunal

By the Minister for Sustainability, Environment and Conservation (Hon. I. K. Hunter)—

Regulations under the following Acts—  
Natural Resources Management Act 2004—  
Central Adelaide Prescribed Wells Areas  
Noora Adelaide Prescribed Wells Areas

By the Minister for Police (Hon. P.B. Malinauskas)—

Regulations under the following Acts—  
Births, Deaths and Marriages Registration Act 1996—Relationships Register  
Criminal Law Consolidation Act 1935—  
Criminal Organisations—Premises in Para Hills  
Criminal Organisations—Premises in Salisbury South  
Planning, Development and Infrastructure Act 2016—  
Assessment Panels—General  
Assessment Panels—Transitional  
Relationship Register Act 2016—  
Fees  
General  
Rules of Court—Magistrates Court—Magistrates Court Act 1991—Civil—  
Amendment No. 19

*Ministerial Statement*

**SOUTH-EAST ASIA TRADE MISSION**

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy) (14:22):** I table a ministerial statement relating to the South-East Asia business mission to Singapore and Malaysia made in another place by the Minister for Investment and Trade.

*Parliamentary Procedure*

**ANSWERS TABLED**

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

*Question Time*

**LOW EMISSION VEHICLE STRATEGY**

**The Hon. D.W. RIDGWAY (Leader of the Opposition) (14:23):** I seek leave to make a brief explanation before asking the Minister for Manufacturing and Innovation a question about low emissions and electric buses.

Leave granted.

**The Hon. D.W. RIDGWAY:** In 2016-17, the government allocated \$2 million in the budget for a trial of low emission and electric bus prototypes. In November last year, it was announced that the Gold Coast based bus manufacturer, Bustech, had been awarded the grant. My question is: why has the grant been awarded to Bustech, a Gold Coast based bus manufacturer, rather than local bus manufacturers?

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy) (14:24):** I thank the honourable

member for his question. I think that is a misunderstanding of what has occurred. The \$2 million grant from the Northern Economic Plan was awarded to a joint venture between ZF and Precision Components, the corporate structure of which I think is now called Precision Buses. That organisation has worked with Bustech in Queensland and, in fact, now has a contract, through Bustech in Queensland, to supply—I think it was announced on 23 or 24 December—approximately 50 buses for Bustech contracts in eastern seaboard states.

The \$2 million was awarded to that joint venture between ZF and Precision, which are two automotive supply chain companies in South Australia. They have been doing work with Bustech on the back of those four trial buses, the two Euro 6 standard low emission diesel buses and two electric buses. I saw one of the electric buses on trial, whizzing around the streets of Adelaide in the last week. They have worked with Bustech, based, I think, on the Gold Coast in Queensland, to supply Bustech customers with buses, which has resulted in something like an additional 30 jobs in South Australia.

#### LOW EMISSION VEHICLE STRATEGY

**The Hon. D.W. RIDGWAY (Leader of the Opposition) (14:25):** I have a supplementary question: how many jobs have been created in South Australia as a result of the \$2 million grant?

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy) (14:25):** I thank the honourable member. On the back of that \$2 million grant, with the 50 buses that have been contracted to be built in Adelaide—I will go back and get an exact answer—initially it was 30 jobs, but I think it's more than that and I will find out the exact number of additional jobs created in South Australia that have come about as a result of the initial \$2 million grant.

#### LOW EMISSION VEHICLE STRATEGY

**The Hon. D.W. RIDGWAY (Leader of the Opposition) (14:26):** Another supplementary question arising from the answer: the minister said there are some 50 buses, has there been additional resources or money given to Bustech or this joint venture to have more buses or more work done on buses for Adelaide?

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy) (14:26):** In addition to the original \$2 million?

**The Hon. D.W. RIDGWAY:** Yes.

**The Hon. K.J. MAHER:** No, we haven't given a further grant in addition to the original \$2 million for the trial of the four buses. What has flowed on from there has been as a consequence of what has been done from the initial \$2 million.

#### PRISONS

**The Hon. J.M.A. LENSINK (14:26):** My question is for the Minister for Correctional Services. Which prisons are considered high-security prisons?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:27):** I thank the honourable member for her question. From memory, we have nine prisons in the state of South Australia, one of which is a private prison, being the Mount Gambier Prison, and the remaining eight, I am advised, are under the control of the Department for Correctional Services. Of those, in respect of their different security settings, it is not as simple as saying, 'This prison has this security rating and this prison has this security rating,' because there are some facilities that do vary.

Nevertheless, the Adelaide Remand Centre and also the Yatala Labour Prison are the two principal maximum security prison facilities within the state and then the remainder of the other facilities graduate down from there, is my advice.

## PRISONS

**The Hon. J.M.A. LENSINK (14:28):** Supplementary question: how are prisoners assessed when they enter prison and how often are they reassessed over their term?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:28):** I thank the honourable member for her question. Naturally, when prisoners come into the custody of the state, there is an initial assessment that is performed to determine their respective classification and rating. My advice is that all people, when they come into the system for the first time, do go through a maximum security facility. Typically, people come through remand, but that isn't always necessarily the case. Obviously, as I said, the Adelaide Remand Centre and the Yatala Labour Prison are two high-security facilities, and, almost always, those offenders go through one of those facilities first.

A process is gone through in terms of initial interviews and screening to determine how the prisoner will be graduated through the system from that point onwards, and then reassessment occurs on a regular basis. There might be a number of reasons why someone's reclassification, in terms of the security rating, will vary over the course of their time within custody and it is also not uncommon for people to regress in their assessment during their time in custody. For instance, if they commit another offence while they are in custody or if they are involved in an altercation or an incident or if they demonstrate bad behaviour, they can escalate back up to a high-security before coming back down again. There are periodic reassessments that occur during the term of one's period in custody, and naturally it varies, depending on the individual, the incident, how long their sentence is and so forth.

## PRISONS

**The Hon. J.M.A. LENSINK (14:29):** Supplementary: can the minister rule out high-risk prisoners being housed for any length of time in medium-security prisons?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:30):** I am not entirely sure I understand the context of the Hon. Ms Lensink's question. If someone is deemed to be high security, then naturally they are sought to be housed in high-security facilities and then, over time, their security rating can change.

Let's take, for instance, an offence that most people quite reasonably would associate with having a high-security rating. For instance, let's take a person who might have been convicted of murder who might initially have a high-security rating. It is not necessarily so that that person will have a high-security rating throughout their period in custody. They might demonstrate behaviours or might be in a plan that sees their security rating reduced, particularly as they get closer to their time of release, for instance.

To say, 'Are there people who have a high-security rating in medium-security facilities?', that may be the case as a consequence of someone's security rating changing during their period in custody because of changing circumstances. Like I said, there are other variables: their behaviour, how long their sentence is, how close they are to release, participation in programs and so forth.

## DRUG DRIVING

**The Hon. S.G. WADE (14:31):** I seek leave to make a brief explanation before asking questions of the Minister for Road Safety in relation to cannabis use and road safety.

Leave granted.

**The Hon. K.J. Maher:** This is mine.

**The Hon. S.G. WADE:** I don't think so.

**The PRESIDENT:** Order!

**The Hon. S.G. WADE:** In July, the council debated the drink and drug driving bill. The Hon. Kelly Vincent moved amendments to allow medically authorised medical use of cannabis to be a defence to a positive test to drug driving. Given the lack of clarity in the information available during that debate, my questions to the minister are:

1. How many serious accidents or road fatalities occurred in South Australia in the past five years where the driver responsible for the accident had cannabis present in their body and only cannabis?

2. If this data is not available, will the government fund research to identify the prevalence of such behaviour?

3. Does the government's drug testing regime for drivers identify the specific levels of cannabis present in a driver's body?

4. Can the government's drug testing regime for drivers detect the difference between THC found in cold-pressed medical cannabis oil, which I am advised is non-psychoactive, and THC found when a recreational user heats cannabis for use, which I am advised is psychoactive.

**The PRESIDENT:** Minister, be a bit quiet, we don't want to interrupt the conversation of Mr Ridgway up there; so please speak in a low voice!

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:32):** I wouldn't want to interrupt the Hon. Mr Ridgway's campaigning plans for Waite that he is actively canvassing.

**The PRESIDENT:** More likely his next dinner arrangements.

**The Hon. P. MALINAUSKAS:** I thank the honourable member for his important question. Of course, there is a bill before the lower house at the moment that speaks to the government's proposed reforms regarding drug driving legislation in this state. There are a few components of the Hon. Mr Wade's question, and I will seek to address both of them.

The first component of your question, I believe, was in relation to statistics that may exist regarding the number of people who died on South Australian roads with THC or drugs within their system. I am happy to say that my advice is that, between 2011 and 2015, 22 per cent of drivers or riders killed on South Australian roads tested positive for THC, methamphetamine, MDMA or a combination of these drugs. I know your question was specifically in respect of cannabis. I am happy to take that question on notice. I believe I have seen statistics that seek to distinguish the occurrence between the respective drugs that the drug driving bill covers. However, I will take that question on notice and get the specific information.

What I can say is that there is plenty of evidence, including statistical evidence, that shows that a significant proportion of South Australians who are dying on South Australian roads do have THC in their system. The evidence and the analysis conducted by experts, including South Australia's world-leading Centre for Automotive Safety Research that comes out of Adelaide University, does say that THC has been a contributing factor in road deaths in South Australia as a consequence of the impairment that THC imposes upon drivers.

The second component of the Hon. Mr Wade's question was in regard to the levels. As was stated during the course of that debate, one of the unfortunate facts with regard to drug testing arrangements that exist, I understand, globally is that there is not currently a test that can be done roadside that measures for the level of THC within a system, as distinct from what is the case with blood alcohol testing. That is unfortunate, because if there was a mechanism to be able to test for the level of THC within the system, there would presumably be an ability to better calculate the level of impairment that a driver might be suffering as a result of the level of THC within their system.

In the absence of such a test, we are left with a more blunt instrument when it comes to drug testing on our roads, and that is a test that measures the presence of THC within the system. That being the technology that is available to us, naturally the government's view is that we need to ensure that legislation is consistent with the technology that is available to us at the moment. I do not have data at hand that talks to the level of THC that is in the system in terms of those roadside tests.

With regard to the third component of the Hon. Mr Wade's question, which is in terms of measuring different types of THC, my understanding is that the roadside test that is conducted by SAPOL as it stands, and that is going to continue to be the case, merely tests for the presence of THC. I am not aware of a particular test having the capacity to differentiate between different types of THC. It is merely testing for the presence of THC.

I understand, as was discussed during the course of that debate in the parliament, in this chamber, that there are some cannabis products, particularly those that are used for medicinal purposes, that do not result in THC being within the system. If that were the case, that a patient of a doctor were to be prescribed a form of medicinal cannabis that did not result in THC going into the system, then that person would not need to be concerned about delivering a positive drug test result on the basis of that medicinal cannabis consumption.

Of course, though, I am also aware of the fact that there are some forms of medicinal cannabis that do indeed put THC into the system. There is a concern on the part of the government, on the basis of the advice we have received, including from medical associations, that the presence of THC, even in very small quantities, can result in impairment on the part of a driver. That is the basis on which the government has expressed concerns, notwithstanding the good intent of the Hon. Ms Vincent's amendments that were successfully passed by this chamber. That is why the government maintains its concerns around the amendment that was passed by the chamber.

Nevertheless, the parliamentary process will play out its course, but with the current technological constraints that exist, and other parameters and issues that exist around the use of medicinal cannabis, the government remains concerned about that particular proposition. However, if there are medicinal cannabis products that do not deliver THC into the system, my advice is that such patients would have little or no reason to be concerned.

**The Hon. K.L. Vincent:** Supplementary.

**The Hon. S.G. Wade:** I am the primary questioner.

**The PRESIDENT:** Yes. I will get to you next, the Hon. Ms Vincent. The Hon. Mr Wade.

#### DRUG DRIVING

**The Hon. S.G. WADE (14:39):** Supplementary: I certainly will not detain the Hon. Kelly Vincent long. I just want a simple clarification. I understood the minister's answer to the first question. I think you interpreted it as the second question, which is the capacity of the technology to identify specific levels. The minister indicated that not only was SAPOL's technology not able to identify levels but that such technology was not available globally.

**The Hon. P. Malinauskas:** That's my advice.

**The Hon. S.G. WADE:** Yes, so I just confirm that advice. In relation to the second question, my understanding of the minister's answer was that SAPOL's technology did not differentiate. Is the minister aware of whether any such technology is available?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:40):** The short answer to that question is no, I am not. However, if there are members of the parliament or the community at large who would like to point out that there is, I am more than happy to make those relevant inquiries.

#### DRUG DRIVING

**The Hon. K.L. VINCENT (14:40):** Supplementary question: is the minister aware that, in the case of cold-pressed medical cannabis oil the THC is not heated and therefore it does not become psychoactive, even though it will be present in a roadside test? Secondly, is the minister aware that on Monday 2 March new drug driving legislation came into force in the UK that does differentiate between THC levels, indicating that it is possible to do a test for levels in bodily fluids?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:40):** I thank the honourable member for her question. No, I am not familiar with the UK legislation, but when the government was putting together the legislation as it came into this parliament there was a substantial effort to research the legislation that exists in other jurisdictions around the country and globally.

With regard to the earlier part of the Hon. Ms Vincent's question regarding whether I am aware of the heat element of cannabis and going into the system, the advice I have received repeatedly—and I have sought to ask a number of different authorities questions along the lines of the effects of medical cannabis and cannabis generally on drivers—is that, where there is a presence

of THC in the system, the only way to conclude the impacts of that presence is to interpret it as having an impairment on the driver.

Enormous amounts of research have been done in this area globally. They have been considered in the development of the government's legislation, and all the evidence that I have seen and received, and advice that I have sought and received, says that, due to the inability to be able to test for the level of THC within the system, the safest course of action for motorists and the community generally is to determine that any presence of THC can result in impairment and therefore should not be tolerated.

#### DRUG DRIVING

**The Hon. M.C. PARNELL (14:42):** A further supplementary in response to the minister's invitation to members of parliament: the minister would be aware, perhaps, that Dr Michael White gave a presentation to seven or eight members of parliament at lunchtime today, an expert in this field who has studied all of the recent research. He offered to assist members of parliament. My question is: will you, as minister, consider meeting with Dr Michael White to look at the latest research he has pulled together, bearing in mind that he is a former senior state official in the area of road safety?

**The Hon. P. Malinauskas:** Is that Michael White from SANDAS?

**The Hon. M.C. PARNELL:** No, different one.

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:43):** I thank the honourable member for his question. I have met with a number of different officials regarding drug policy generally in my capacity as having been the leader of the state government's Ice Task Force, and I am not familiar with the particular research. I am familiar with an individual who shares the same name, by the sounds of it.

I always make myself available for people who have a contribution to be made to a significant public policy question, and I am more than happy to make the accommodation of the respective individual, should he want to meet me at any stage.

#### DRUG DRIVING

**The Hon. A.L. McLACHLAN (14:43):** A supplementary: the minister has referred to a number of advices he has received. Leaving aside those that would be subject to legal professional privilege, is the minister willing to release those advices, particularly the medical ones, to facilitate this debate?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:44):** I suspect that in due time the drug driving bill will be back before this chamber and there will be more than enough time at that opportunity for us to canvass thoroughly all of the information the government has and how it has informed the government's position on this bill.

#### HOLDEN EXHIBITION

**The Hon. T.T. NGO (14:44):** My question is to the Minister for Automotive Transformation. Can the minister tell the chamber how the South Australian government is helping to preserve the history of our automotive industry?

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy) (14:44):** I thank the honourable member for his question and his interest in this area. Before I get onto the substance of the answer to this question, I have been able to find some further information for the Hon. David Ridgway's question about the bus project in northern Adelaide, which also speaks to the transformation of Holden out of the automotive industry.

I think in my answer I talked about approximately 30 jobs. The figure that I have as of mid-June, is that there were 29 Adelaide-based full-time equivalent workers in that Precision Components

project with the electric and diesel buses. The further information I have is that, as I indicated, this project has secured a commercial agreement to supply an additional 50 buses to be manufactured in northern Adelaide for use interstate, and that project is expected to take the number of new jobs from that 29, as of mid-June, to approximately 70 new manufacturing jobs in northern Adelaide.

In relation to the Hon. Mr Ngo's question, as we know we are coming to an end of an era with the closure of Holden on 21 October, and it is important to acknowledge the significant contributions that the automotive manufacturing industry, particularly the workers in this industry, have made to South Australia and our economy over many decades. I have said it before in this chamber, but South Australia has a very proud record when it comes to car manufacturing. In fact, we still, and for the next couple of months still, will be one of only 13 countries in the world that can build a car from start to finish. So, it is important that we looked in some way to record and preserve this great legacy to ensure that future generations can understand the importance of auto manufacturing and how the many generations of families who worked for more than half a century in this industry contributed to this state's prosperity.

As I said, it is very sad to think that in only some weeks now, on 21 October, automotive manufacturing at Holden will come to an end. The workers at Holden, and in every part of the component supply chain, should be very proud of all they have achieved. Through partnership with the National Motor Museum and the History Trust of South Australia, a permanent exhibition will be installed at the National Motor Museum in Birdwood. This exhibition adds to the museum's restored 1920s petrol station, a selection of motoring-related items and the many vehicles that have helped shape both Australia's motoring and social history.

The exhibition will complement the existing features that have allowed the National Motor Museum to establish its reputation both nationally and internationally. The exhibition, to be named '[Re]assembled', I am advised, will be a world first, replicating six assembly line stations from the GM Holden Elizabeth plant and suspended from the museum ceiling. The exhibition will also be supported by digital displays to add to the experience. Each station will demonstrate a vehicle at the different stages of assembly through to a fully assembled car. The most exciting detail is the final car in the display called 'the signature car' which has been signed by hundreds of recent and current workers from the GM plant at Elizabeth.

I am advised that the total cost of the project is around \$600,000, with the state government contributing \$110,000 through the Automotive Transformation Taskforce, and an additional \$20,000 through Arts SA to assist with preserving some of this proud history of automotive vehicle manufacturing in South Australia. I am also advised that GM Holden has contributed significantly to this exhibition as a tribute to the people, skills and engineering capacity over many decades. I also understand that in-kind construction support is being provided by some of the supply chain companies: Sonnex, Kilic Engineering, Bullock and Partners, Northern Grit Blasting and Toyota Material Handling.

I understand also that other companies keen to assist are in discussions about the assistance they may be able to provide for this permanent exhibition. The funding will ensure that the exhibition can capture the true social history of the South Australian vehicle manufacturing industry, including using videos to project the stories and experiences of auto workers, the community and supply chain companies.

The funding will also sponsor the development of an app and an interactive element, using augmented reality, to support the visitor experience and create an educational program that focuses on science, technology, engineering, maths and social history outcomes. The [Re]assembled exhibition will be open during the Bay to Birdwood rally on 24 September, and I am very pleased that the South Australian government is helping to sponsor this display and capturing this very important history.

As automotive workers transition into new careers or retirement, I am very pleased that there will now be a permanent place where there can be reflection on the past contributions to industry, and I pay tribute to those companies that are contributing to this project.



**VICTIMS OF CRIME FUND**

**The Hon. D.G.E. HOOD (14:50):** I seek leave to make a brief explanation before asking the Minister for Police a question in relation to the Victims of Crime Fund.

Leave granted.

**The Hon. D.G.E. HOOD:** The Victims of Crime Fund currently has a balance of around \$266 million and is forecast to increase to \$366 million by June 2020. Although the Victims of Crime (Compensation) Amendment Act raised the maximum amount of compensation claimable from \$50,000 to \$100,000 only five victims have received more than \$50,000 in compensation payments from the fund. Moreover, in 2015-16 only \$13 million was actually paid to victims, despite the fund receiving income in the order of \$58 million for the same year.

The amount of \$3 million of that was absorbed by administration costs, which represents nearly a quarter of the money actually paid out to victims. According to more recent numbers, the fund incurred \$14 million in administration costs, while only \$31 million was paid to victims. My questions to the minister are:

1. Why is approximately only 20 cents of every dollar received by the Victims of Crime Fund actually going to victims on average per year?
2. What justification is there for the very high administration costs involved in maintaining the fund?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:51):** I thank the honourable member for his important question regarding an important fund. As the chamber most likely already knows, the Victims of Crime Fund falls under the control of, or is the responsibility of, the Attorney-General. In that context, I am more than happy to take on notice the question for the responsible minister and get a response back as quickly as possible.

**ROAD MAINTENANCE**

**The Hon. J.S.L. DAWKINS (14:52):** I seek leave to make a brief explanation before asking the Minister for Road Safety a question regarding the Dalkeith Road and Main North Road intersection at Kudla.

Leave granted.

**The Hon. J.S.L. DAWKINS:** The intersection of Dalkeith Road and Main North Road has become notorious as a result of the disproportionate number of accidents that have occurred there over a long period of time. It is an intersection that I have been well aware of for most of my life. I have seen the great increase in traffic on that intersection. Residents of the Gawler area and beyond have been calling for reform to the intersection as far back as 2014. Unfortunately, another state budget has come and gone without any funding commitment.

The member for Schubert in another place, Mr Stephan Knoll, recently wrote to the minister about this intersection. He did so in his capacity as the shadow minister for road safety on behalf of constituents of Schubert who use the intersection every day and also on behalf of the very active Liberal candidate for Light, Karen McColl. The minister responded recently, saying that DPTI plans to install traffic signals at this location 'within the next two years'; however, the department had also stated that it will engage a consultant to investigate and undertake all options. Given this, my questions to the minister are:

1. Why does the government need to engage a consultant if it already plans to install traffic signals within the next two years?
2. Why would it take up to two years to install traffic lights at that intersection?
3. Given that the intersection forms part of the City of Playford-Town of Gawler council boundary, has the minister or DPTI consulted with the councils regarding the potential solutions to this dangerous intersection?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:54):** I thank the honourable member for his question and his interest in the area, for whom the local member is the Hon. Mr Tony Piccolo. We are very grateful, in the state of South Australia, to have high-quality representation in a number of places across the state, but I think one of the best examples is in the seat of Light, where we have a local member who is incredibly committed to that constituency and who is across almost every issue. As the—

*Members interjecting:*

**The PRESIDENT:** Order! Would the Leader of the Government please desist.

*Members interjecting:*

**The PRESIDENT:** Order!

**The Hon. J.S.L. DAWKINS:** Point of order: I have raised an issue that is a very serious matter for people who use that intersection every day. To be fair, the minister is trying to answer it but the Leader of the Government is not letting him.

**The PRESIDENT:** If my recollection is right, I think you were one of the first ones to start off the interjections. Like you, I would like the minister to give a proper answer—

**The Hon. J.S.L. DAWKINS:** Point of order: I am not going to take that. The first interjections came from over there—

**An honourable member:** He did it, he did it.

**The PRESIDENT:** Order!

**The Hon. J.S.L. DAWKINS:** I certainly did not—no, I am sorry, I am not going to take that.

**The PRESIDENT:** The Hon. Mr Dawkins has made a point of order. I think he shares my view that we would like to hear the answer from the minister, so would the minister please finish his answer.

**The Hon. P. MALINAUSKAS:** I was just warming up, because I was talking about all the hard work of the Hon. Mr Tony Piccolo in the seat of Light. Nevertheless, as has recently been reported in *The Bunyip*, the government has sought to expedite the works that are occurring at the intersection the Hon. Mr Dawkins has asked about. Our plan now is to start, as quickly as we possibly can, in the next 12 months, on the works that need—

**The Hon. J.S.L. Dawkins:** Twelve months now?

**The Hon. P. MALINAUSKAS:** That's correct. We have sought to expedite it, as was reported in *The Bunyip* recently, to bring those works forward to ensure that local—

*Members interjecting:*

**The PRESIDENT:** Order! You are both as bad as each other. Show the minister respect while he is giving his answer. Minister, will you please continue with your answer.

**The Hon. P. MALINAUSKAS:** No worries, Mr President; I will try once again. As was reported in *The Bunyip*, the work on this particular intersection has been sought to be brought forward. The government intends to have those works underway within the next 12 months. The finalisation of exactly what works will be done is a process that is currently underway, but the government remains committed to its now publicly announced target, as I am advised was reported in *The Bunyip* recently, to get works underway at that intersection in the next 12 months.

#### ROAD MAINTENANCE

**The Hon. J.S.L. DAWKINS (14:58):** Supplementary: I am very pleased to hear it is 12 months rather than two years, as was indicated in the correspondence to the member for Schubert. When did that time frame change?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:58):** Recently; in fact, I am advised it was done post the correspondence to the member for Schubert.

#### ROAD MAINTENANCE

**The Hon. J.S.L. DAWKINS (14:58):** Further supplementary: can the minister indicate if he has inspected the intersection personally? If that has not been possible, will the minister commit to accompanying me to visit the intersection so that he can see for himself, particularly at busy peak times, why the upgrade is so desperately needed?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (14:59):** I have not visited the particular intersection for the explicit purpose of analysing the works that need to be undertaken; however, I have been briefed on it. I am familiar with the intersection, having used it in the past, but I am also very fortunate, in this particular instance, to be able to rely on the sound advice coming from the department as well as being able to rely on information that is coming from an outstanding local member of parliament, who is across every local issue that could possibly exist in the area of Light. Hence, as a consequence of his advocacy and hard work, we are able to expedite the works that are being referred to.

*Members interjecting:*

**The PRESIDENT:** Order! The Hon. Mr Dawkins.

#### ROAD MAINTENANCE

**The Hon. J.S.L. DAWKINS (14:59):** Further supplementary: will the minister confirm that the change of time frame from two years to 12 months has only come about because of the media publicity from the member for Schubert and the hardworking Liberal candidate for Light, Karen McColl?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:00):** I can't—

*Members interjecting:*

**The PRESIDENT:** Order!

**The Hon. P. MALINAUSKAS:** —acknowledge that at all because, if I did, it wouldn't be true. So, no, I can't.

#### NATURE-BASED TOURISM

**The Hon. J.E. HANSON (15:00):** I seek leave to ask the Minister for Sustainability, Environment and Conservation a question about nature-based tourism.

Leave granted.

**The Hon. J.E. HANSON:** Will the minister outline how the South Australian government is supporting our nature-based tourism sector?

**The Hon. I.K. HUNTER (Minister for Sustainability, Environment and Conservation, Minister for Water and the River Murray, Minister for Climate Change) (15:00):** I would like to thank the honourable member for his most penetrating question, skewering me, unlike the opposition in this place who can't even bring themselves to ask a question of me today. Of course, members on this side of the chamber understand that tourism is a significant sector of the South Australian economy. It contributes approximately \$6.3 billion to the state each year, I am advised. There are roughly 17,000 tourism businesses operating in South Australia, which also, I am advised, directly employ about 36,000 South Australians.

Our tourism sector relies heavily on the appeal of our state's unique natural attractions, which of course are spread right across our state. Around 44 per cent of tourism expenditure flows directly into regional communities, providing jobs and economic opportunities in the regions. This government is committed to growing our reputation as a must-see destination for international and

domestic travellers. We aim for the sector to contribute \$8 billion to our economy by 2020 and create 10,000 new direct tourism jobs. Nature-based tourism is an important part of the strategy and is a rapidly growing part of our tourism business, with the ambitious target of 1,000 new jobs and injecting \$350 million into the state's economy each year over the same period.

The Nature Like Nowhere Else nature-based tourism strategy and action plan sets out the government's course for increasing these jobs for South Australians and improving visitor experience and expenditure in the local area and regional dispersal across the state. The government is collaborating very closely with the tourism industry, investors and communities to drive new investment in nature-based tourism. We are confident of our contribution to this continued upward trend that we have been seeing recently.

International tourism expenditure in South Australia has grown, I am advised, to over \$1 billion, with a record 436,000 international visitors to this state in the year ending March 2017. This growth of 12 per cent, roughly, is significantly higher than the national average, I am advised, of about 8.1 per cent.

A large part of the credit for this increase must go, of course, to the magnificent efforts of the member for Mawson, Leon Bignell, who is a fantastic inveterate spruiker for our state's tourism potential. He is always out there sacrificing himself and his time, travelling overseas, spruiking our state, arranging for international airlines to have direct flights into South Australia, encouraging people to come here and spend extra time in our state and creating jobs in our state with increased tourism expenditure. Minister Bignell is clearly doing a magnificent job in this regard.

Research shows that places like Kangaroo Island, Eyre Peninsula and the Flinders Ranges still have significant and untapped appeal for international tourism markets, and that's why the government has allocated \$23 million to a range of projects that will help to stimulate nature-based tourism. This includes \$5.8 million spent creating the Kangaroo Island Wilderness Trail, which, as you will recall, Mr President, was rated by Lonely Planet as one of the world's top three new tourism experiences in 2017. The Kangaroo Island Wilderness Trail opened to walkers in October last year and has already seen significant bookings, I am told.

Two thousand walkers have booked to walk the Kangaroo Island Wilderness Trail and, of these, 1,081 have completed the trail to date. Responses from the first walkers of the trail have exceeded all our expectations. In addition, post-walk surveys show that 95 per cent of the walkers said that the KI Wilderness Trail was the main purpose for their visit to the island, and more than half of the walkers stayed at least six nights. This demonstrates that the Kangaroo Island Wilderness Trail is attracting new visitors to the island, contributing an extra two nights into the regional economy, which is a fantastic outcome. It is, I think, putting South Australia on the international radar, certainly for walkers, and is providing a major contribution to the Kangaroo Island tourism sector.

A report prepared by KPMG has estimated that the trail will contribute \$4.4 million in total visitor expenditure per year by 2020. It is also expected to generate 27 new jobs on Kangaroo Island and another 23 across the state. The next stage of the project is a 'request for proposal' for private investment in ecosensitive accommodation facilities within the Flinders Chase National Park or the Kelly Hill Conservation Park or nearby. I am advised that it has resulted in two proposals having been received, which are currently being assessed. Business will also benefit by taking advantage of increased demand in transport services, guided tours and hospitality associated with the trail.

Shark cage diving in another part of the state in the Neptune Islands Marine Park is another example of the unique and environmentally sustainable nature-based tourism opportunities we have available. Visitor expenditure in the shark cage tourism offering has grown by 24 per cent, I am advised, and in itself is now a \$12.8 million industry, attracting more than 10,000 people a year to Eyre Peninsula. It supports 80 jobs and, as an agency, we invest back 100 per cent of the licence fees that are collected.

DEWNR has further involvement in nature-based tourism opportunities via investment in the Adelaide International Bird Sanctuary, the Adelaide Dolphin Sanctuary, Botanic Gardens of South Australia and Cleland Wildlife Park. These investments are highlighting urban wildlife experiences and enabling the tourism industry to offer a nature-based experience for people without leaving the metropolitan area.

I am advised that Chinese tourism was the top driver of growth in international visitation to March 2017, with a 48 per cent increase in visits to 50,000 and a total spend of \$315 million. There have been other private sector led initiatives that DEWNR has supported including Oceanic Victor, Swim with the Tuna experience on Granite Island, and Bickford's new microbrewery to be created on Kangaroo Island in the disused police station and cells on the Kingscote foreshore.

The state government is committed to growing this very important sector, boosting our regional communities as well as encouraging private sector investment in nature-based tourism ventures. Regional South Australians and our tourism businesses know that their future is indeed rosy with minister Bignell in charge of tourism policy in this state.

#### NATURE-BASED TOURISM

**The Hon. D.W. RIDGWAY (Leader of the Opposition) (15:07):** I have a supplementary question.

*Members interjecting:*

**The PRESIDENT:** Order!

**The Hon. D.W. RIDGWAY:** Can the minister explain why the government, given his answer to the question, has cut funding across the forward estimates to SATC?

**The Hon. I.K. HUNTER (Minister for Sustainability, Environment and Conservation, Minister for Water and the River Murray, Minister for Climate Change) (15:07):** I am not sure that is accurate. The Hon. Mr Ridgway's propensity to not understand how budget papers work would lead me to say that I perhaps should not accept his question at face value. I will refer that question to the Minister for Tourism and get an educated response for him.

#### DRUG DRIVING

**The Hon. T.A. FRANKS (15:08):** I seek leave to make a brief explanation before asking the Minister for Police a question about the subject advice he took or was provided with in regard to medical cannabis and drug driving laws.

Leave granted.

**The Hon. T.A. FRANKS:** As we know—while it is not on our *Notice Paper*, it is in the other place—medical cannabis and its interaction with drug driving laws is currently a topic on legislators' minds in this state. However, it is something that has been well studied across the world. Indeed, according to the *American Journal of Public Health* published on 20 December 2016, a study that analysed 28 states that had legalised cannabis for medical use over the period from 1985 to 2014, looking at 1.2 million traffic fatalities nationwide, found that deaths dropped 11 per cent on average in states that had legalised medical cannabis. The figure was more striking within the 25 to 44 age group, with 12 per cent of deaths dropping over that period of time.

The study was a surprise to its author, Julian Santaella-Tenorio, who is from Columbia University's Mailman School of Public Health in New York, but it was no surprise to the author of a previous study of 19 states, which was published in 2013 in the *Journal of Law and Economics*, where Benjamin Hansen, the author of that study, from the University of Oregon, stated that an 8 to 11 per cent decrease in traffic fatalities had occurred over the period of that study.

My question to the minister is: what advice did he take with regard to his statements in the media that, while well-intentioned, providing exemptions for medical cannabis was inconsistent with road safety objectives? Did that advice include this study? Did he refer, in fact, to the Department of State Development, which was provided with that study that I have just referred to on 8 March this year?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:10):** I thank the honourable member for her question. No, my statements were not informed by that study. I'm not familiar with that study, but I'm happy to avail myself of that information if the Hon. Tammy Franks wishes to pass it on to my office. There were other pieces of information though, that did inform my remarks and

continue to inform the government's position. Let me share with the chamber some statistics that I think the Hon. Mr Wade was seeking earlier this afternoon, which I am now in a position to be able to share—that's how, hastily, I am keen to be able to get back to the Hon. Mr Wade.

In the last five years, 66 drivers and riders killed tested positive for drugs in the state of South Australia. This is more than the number of drivers or riders killed who had an illegal blood alcohol content. Of those killed, 48 tested positive to cannabis, either on its own or in combination with other drugs, and of those 20 tested positive to THC alone. In those cases, there were no other drugs or alcohol present.

Of the 20 fatalities, 16 were deemed to be responsible for the crash. They are 16 real incidents with real lives on the line. They are startling and concerning statistics. They are real-life examples of people having lost their lives as a result of being under the influence of cannabis, to the extent that it impaired their driving and put themselves and other road users at risk.

The other instance I can cite is the advice that I have received from the Centre for Automotive Safety Research. The Centre for Automotive Safety Research comes out of the University of Adelaide. It has an outstanding reputation, not just in South Australia, but also domestically around the country. Their advice, to the best of my recollection, is that the only safe way to approach the policing of cannabis having influence on drivers is through a measurement of THC within the system and then having a zero-tolerance approach to the presence of THC within the system. The reason why their advice suggests that is because all the evidence shows that even a very small presence of THC within the system of a driver can result in significant impairment to the extent that it affects their ability to be able to drive a car safely.

When it comes to medicinal cannabis, it does bring into this debate a human element. This government is committed to do everything it reasonably can to ensure that those people who are suffering from conditions that may be able to be relieved through medicinal cannabis get the opportunity to do that, with the appropriate checks and balances in place. That is an entirely separate question from the issue of driving. The issue of road safety is a unique question in its own right. That is what we are being asked to contemplate in the context of this drug driving bill.

It is unfortunate that there are a range of factors and parameters that are beyond the control of anybody in this parliament, such as things like the technological issue that was discussed earlier. In my opinion, and in this government's opinion, our objective when contemplating the drug driving bill is to look at it in the context of its objective, which is to improve road safety. When we contemplate questions brought before us, specifically the question of road safety, it is the government's view that the only approach to take is the one that the government reflects in the legislation, which is that, as it stands, simply having a one-size-fits-all approach in respect to the consumption of medicinal cannabis and its effect on drivers brings with it inherent risk.

Having said that, I thank honourable members for the contribution they have made to this debate up until this point. If honourable members have other pieces of information, as I know the Hon. Kelly Vincent has, that they want to provide to the government that will help us collectively be better informed in making this decision, then that will be gladly welcomed.

#### DRUG DRIVING

**The Hon. T.A. FRANKS (15:15):** Supplementary: why did the minister not choose to refer to the Office of Industrial Hemp and Medicinal Cannabis in taking advice on this bill and this particular amendment?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:15):** As is the case with all bills that come before this parliament, the government is committed to periods of substantial amounts of consultation. This bill, I am advised, was distributed widely for consultation. That will continue to be the case as the bill continues its journey through the parliament.

#### DRUG DRIVING

**The Hon. T.A. FRANKS (15:15):** On this amendment, the amendment did not come up in your period of consultation to this bill, so why did the government not take advice from the Office of Industrial Hemp and Medicinal Cannabis on this amendment?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:15):** I thank the honourable member for her question. We seek to take advice and information from a range of different sources. Of course, they in turn inform the government's position on relevant amendments. That remains true in this particular instance. As I have said previously and I am happy to repeat, if new information comes to light or other additional sources of information are brought to the attention of the government, they will be given their due consideration.

#### DRUG DRIVING

**The Hon. K.L. VINCENT (15:16):** Supplementary: can the minister confirm that the fatalities or injuries that he is quoting in the statistics he has given us today relate to people who were under the influence, we assume, of recreational psychoactive cannabis and not non-psychoactive medical cannabis?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:16):** To the best of my knowledge, the statistics that I referred to do not distinguish between the two. They simply refer to what we measure for, which is the presence of those respective drugs—in this case, THC within the system of those drivers or riders.

#### DRUG DRIVING

**The Hon. K.L. VINCENT (15:16):** Further supplementary: can the minister confirm that in the 16 road fatalities, the responsible drivers involved just had cannabis or THC in their system and had a blood alcohol content of zero?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:17):** My advice, as I stated, is that there were 66 drivers who were killed in that period over the last five years that tested positive to drugs. Of those, 48 tested positive to cannabis on its own or in combination with other drugs or alcohol. Of those, 20 tested positive to THC alone; that is, with no other drugs or alcohol present. Of those 20 fatalities, 16 were deemed to be responsible for the crash. To answer your question more succinctly, those numbers that you refer to, yes, my advice is they only had THC within their system.

#### DRUG DRIVING

**The Hon. K.L. VINCENT (15:17):** Final supplementary: given the information I presented to the minister earlier in question time, will he undertake to look into the UK system, which appears to have technology available to differentiate between psychoactive and non-psychoactive THC?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:18):** Absolutely.

#### DRUG DRIVING

**The Hon. T.A. FRANKS (15:18):** A supplementary arising from the original answer: how many of the road fatalities were identified as having opioids in their system?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:18):** I will have to take that question on notice. The specific information I sought, quickly, was in respect of THC. I am happy to seek the same statistics, where they are available, with regard to opioids.

The one point I would make, though, in pursuing these statistics—and when I get them I am very keen to share them with honourable members—is to remember that, one statistic, one death that occurs on our roads, is one too many. In the instances that I have referred to here—16, 17, 18, 30, 40, 100—these are all real people's lives. Whatever the number is, I don't think it would be a major variable in the consideration on what is appropriate to do in this bill.

Again, I just want to reiterate that the objective of the bill is to enhance road safety. All the evidence, empirical and anecdotal, says that drug driving on our roads is increasing. We need to do the right thing to decrease it, and our bill seeks to achieve that. Having the bill start being used as a vehicle to contemplate the complexities that exist around THC and medicinal cannabis, I think, runs

the risk of subverting the original objective of seeking to reform this bill, which is to enhance and improve road safety and reduce risk for those people on our roads who simply want to get from A to B without the risk of being run into by a drug driver.

#### DRUG DRIVING

**The Hon. T.A. FRANKS (15:20):** Supplementary: does the minister agree that an 11 per cent reduction in the road fatality toll overseas would be an 11 per cent reduction in the road toll here, that is, fewer deaths by 11 per cent?

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:20):** I thank the honourable member for her question. I am not familiar with the study to which the honourable member refers, but I would suggest that it is possible that there are a number of things that are contributing to a reduction in the road toll. In South Australia, last year was the best year the state has ever had in terms of recording the road toll—the lowest we have had. I don't think that, in turn, means that we shouldn't be doing anything to reform drug driving laws—quite the opposite.

I think we have a collective objective of trying to get road deaths to the smallest number possible. We know that drug driving is contributing to road deaths in South Australia. It is a disproportionate number and a growing number, which stands in stark contrast to what we have achieved with respect to drink-driving. The study that the Hon. Ms Franks refers to seems to suggest, the way she is referring to it today, that somehow where there is wide consumption of medicinal cannabis, and in turn there has been a coinciding reduction in the road toll, there is somehow an empirical link between the two. I am happy to look at that.

*An honourable member interjecting:*

**The Hon. P. MALINAUSKAS:** That's exactly right. I am happy to look at the study as I have committed to do, but that in and of itself doesn't necessarily mean that somehow what we are looking to do here is not the right way to go.

#### SOUTH EAST NATURAL RESOURCES MANAGEMENT BOARD

**The Hon. J.S. LEE (15:21):** I seek leave to make a brief explanation before asking the Minister for Sustainability, Environment and Conservation a question about the South East Natural Resources Management Board.

Leave granted.

**The Hon. J.S. LEE:** In April this year, the South East Natural Resources Management Board decided to abolish the fee-for-service weed control program. This decision has been met with concerns from local farmers and has run contrary to the findings of an independent report that the board commissioned. This report, written by Mark Priadko in March 2016, clearly concluded that the service should be retained because it is valued by landowners and achieves successful environmental outcomes. More importantly, the fees charged largely cover the cost of delivering the program. My questions to the minister are:

1. Why has this practical program been abolished?
2. Are there plans to reinstate the program?
3. How will the South East Natural Resources Management Board be tracking the effectiveness of weed and pest control to ensure that the abolition of this program does not lead to an outbreak of pest species?
4. What environmental measures will the government put in place to safeguard major food production in the South-East?

**The Hon. I.K. HUNTER (Minister for Sustainability, Environment and Conservation, Minister for Water and the River Murray, Minister for Climate Change) (15:23):** I thank the honourable member for her most excellent question.

**An honourable member:** Good question.



**The Hon. I.K. HUNTER:** It is a very good question indeed, because it allows me the opportunity to put to bed some of the false stories that have been put about in relation to this matter. It is no surprise that people have an objective sometimes to muddy the waters with their own false position, but in fact when you understand what the NRM board has decided to do—

**The Hon. D.W. Ridgway:** You're an expert.

**The Hon. I.K. HUNTER:** Unlike the Hon. David Ridgway, who thinks he is an expert in everything, I actually wait for experts to give me advice. This is a decision taken by the NRM board after much consideration.

*The Hon. D.W. Ridgway interjecting:*

**The PRESIDENT:** Order! Will the honourable Leader of the Opposition desist. The minister is on his feet and he wants to give an answer.

**The Hon. I.K. HUNTER:** I could start again, Mr President, but perhaps I shan't. The South East NRM Board has resolved, as the Hon. Jing Lee said, that it will cease its provision of fee-for-service spraying for declared pest plant and weed control, a position that the board has had for a period of time now.

It was a quirk, I think, of the amalgamations that the board put itself up in direct competition with local businesses that were providing this service. The board probably realised that was not the best position for it to be in, in competing with private enterprise in weed spraying. If that is the Hon. Jing Lee's view, that the NRM boards should be taking away business from private providers of the service, good luck to her, but the board decided it wasn't appropriate.

The board has determined that it will work towards using suitably qualified private contractors, that is, paying for private contractors or business providers to undertake declared weed control under the NRM Act's statutory obligations that the board has. The on-ground operations will be contract managed, I am advised, by Natural Resources South East. Natural Resources South East authorised officers will now focus instead on engagement, education and compliance, as described in the NRM Act, rather than on providing weed spraying services themselves directly.

The authorised officers will therefore engage in activities, increase awareness and provide technical advice to support improved landholder management of declared species. A transition plan, I understand, is being developed to apply from 1 July this year. This plan will be implemented by Natural Resources South East and monitored by the board, so they have that in hand. The plan will provide a reasonable time for former clients to make arrangements to have the service provided by the local spraying contractors in the South-East.

Natural Resources South East is currently seeking input, I am advised, from key stakeholders about that transition, and the board's program for pest animal control will remain unchanged, including fox and rabbit control services, which will still be provided on a fee-for-service basis, because there is no real alternative in the private sector, as I understand it, for the level of service being provided for those issues. Also, I am told that a specialised licence is required to prepare 1080 baiting.

I am surprised the Hon. Jing Lee would come into this place and say that the government should be providing services in direct competition with private contractors out in the South-East.

*An honourable member interjecting:* It's a bit odd.

**The Hon. I.K. HUNTER:** It is a little odd. Perhaps she might want to think about that again before she asks such a question in the future.

*Members interjecting:*

**The PRESIDENT:** Order!

*Personal Explanation***TOURISM**

**The Hon. D.W. RIDGWAY (Leader of the Opposition) (15:27):** I seek leave to make a personal explanation.

Leave granted.

**The Hon. D.W. RIDGWAY:** During question time I asked the Minister for Environment a question relating to the tourism budget, where he suggested that I was not being truthful with the facts. I thought it would be useful to inform him that: in the 2017-18 budget, the government has appropriated \$113 million for tourism; in the 2018-19 budget, \$108 million; in the 2019-20 budget, \$97 million; and, in the 2020-21 budget, \$94 million. So, the government's own figures show that there has been a significant commitment by the government to fund tourism to a smaller degree.

While I am on my feet, I apologise to the chamber for having a conversation at the back of the chamber during question time, but I did want to say that the gentleman I was speaking to is a guest from Chicago who met me in Washington, took me through Capitol Hill, and we had an interesting time. He wanted to come and look at how a parliament in the Southern Hemisphere works. I was trying to explain how people fitted into the parliament here. He is here—

*Members interjecting:*

**The PRESIDENT:** Order! I will allow Mr Ridgway to get to the point.

**The Hon. D.W. RIDGWAY:** I wanted to offer my apologies for having a conversation during question time, but I thought it was important to inform our visitor from the US how the parliament operates.

*Bills***LOCAL GOVERNMENT (BOUNDARY ADJUSTMENT) AMENDMENT BILL***Committee Stage*

In committee.

Clause 1 passed.

Progress reported; committee to sit again.

**PARLIAMENT (JOINT SERVICES) (STAFFING) AMENDMENT BILL***Second Reading*

Adjourned debate on second reading.

(Continued from 6 July 2017.)

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy) (15:34):** This is a very simple bill, and without any further speakers on the second reading I look forward to a swift committee stage to pass this bill.

Bill read a second time.

*Committee Stage*

In committee.

Clause 1.

**The Hon. J.S.L. DAWKINS:** I recognise that the minister is handling the bill without an adviser. It is a very simple bill, and I think most of us in this house understand the changes that will be effected by the bill. The changes in classification for staff in this building or additional positions will now be done just by the JPSC and not go off to Executive Council.

In my second reading speech I mentioned my concern that in the consultation for the preparation of the bill, which was prepared on behalf of the Premier, the consultation was only to the Speaker of the House of Assembly and the Commissioner for Public Sector Employment. I am not quite sure what the Commissioner for Public Sector Employment has to do with the parliament, but I suppose my principal concern was that there was no consultation with the Legislative Council in its own sense and also the fact that in this current year our President is the Chairman of the JPSC, and our Clerk is the Secretary of the JPSC, and there was no consultation with either of them.

My question to the minister is: as the Leader of the Government in this chamber and an advocate for this chamber, does he share my concern, and, if so, will he do his best to make sure that in similar cases in the future the Legislative Council is treated as a house equal to the House of Assembly, as it is, and will he make sure that that message is related to those who are responsible for the drafting of the bill?

**The Hon. K.J. MAHER:** I thank the honourable member for his contribution. I note his concern, and I agree with much of what he has said. I will make sure I pass on the views of this chamber—I will not say the unanimous views of this chamber but the views of this chamber that have not been argued with by anyone. I will pass those on to those driving this bill, but more generally when these sorts of matters come up I will pass that on.

Clause passed.

Remaining clauses (2 to 7) and titled passed.

Bill reported without amendment.

*Third Reading*

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy) (15:40):** I move:

That this bill be now read a third time.

Bill read a third time and passed.

**STATUTES AMENDMENT (HEAVY VEHICLES REGISTRATION FEES) BILL**

*Second Reading*

Adjourned debate on second reading.

(Continued from 2 August 2017.)

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:41):** I thank all members for their contributions on this important legislation, and look forward to further discussing the bill in depth in the committee stage.

**An honourable member:** Good speech.

**The Hon. P. MALINAUSKAS:** Thank you.

Bill read a second time.

*Committee Stage*

Bill taken through committee without amendment.

*Third Reading*

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:44):** I move:

That this bill be now read a third time.

Bill read a third time and passed.

**LAND AND BUSINESS (SALE AND CONVEYANCING) (BENEFICIAL INTEREST)  
AMENDMENT BILL***Committee Stage*

In committee.

Clauses 1 to 3 passed.

Clause 4.

**The Hon. A.L. McLACHLAN:** I move:

Amendment No 1 [McLachlan-1]—

Page 4, line 6 [clause 4(7), inserted subsection (10a)(a)]—Delete '60' and substitute '70'

I am moving one amendment and, given we have had a small break since we originally reflected on the terms of this bill, it is a simple one, deleting the number 60 and substituting it with the number 70. As I outlined in my second reading speech, the purpose of this amendment is to address, in the body of the bill, a clause that creates an aggravated offence. The aggravated offence is where the mischief is taken against a person of 60 years of age.

The government has argued that 60 years of age is consistent with other aggravated offences in the Criminal Law Consolidation Act, but the reality is that here, in this context, we are talking about an action taken against someone who is 60 years and over, where 60 years is used as a determiner of capacity or an ability to grasp concepts or relationships in relation to the sale and conveyancing of land.

In our view, a better indicator is 70 years. Of course, it is a question of how long is a piece of string, given modern medical science and healthy living. So, I would be interested in the members' views. If I do not have a clear indication of whether I have the support of the chamber, I may have to call a division. I respectfully ask members to indicate whether I have their support for this amendment.

**The Hon. P. MALINAUSKAS:** The government is pleased to support the amendment. Proposed section 24G(10a) states:

...an offence relating to the obtaining of a beneficial interest is an aggravated offence if it is proved that, at the time the beneficial interest was obtained, the vendor or any of the vendors were—

- (a) 60 years of age or over; or
- (b) protected persons [under guardianship]...or
- (c) suffering from a mental incapacity,

The introduction of age as an aggravating factor is necessary to address scenarios where vendors who may be looking to downsize or transition into a retirement village or aged-care facility are unfairly taken advantage of due to time constraints. For consistency, the age of 60 years was set, in line with section 58A of the Criminal Law Consolidation Act, which also makes an offence aggravated if the victim is aged 60 years or more. During debate in the lower house, the Deputy Premier indicated that he would reconsider the opposition's proposal to increase the age to 70 years. After further consideration, the government will support the amendment.

**The Hon. D.G.E. HOOD:** I do not normally speak when the government and opposition are in agreement; however, I think this is a significant amendment and I indicate that the Australian Conservatives will also support the amendment.

Amendment carried; clause as amended passed.

Remaining clauses (5 and 6) and title passed.

Bill reported with amendment.

*Third Reading*

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:51):** I move:

That this bill be now read a third time.

Bill read a third time and passed.

### **BAIL (MISCELLANEOUS) AMENDMENT BILL**

#### *Second Reading*

Adjourned debate on second reading.

(Continued from 20 June 2017.)

**The Hon. D.G.E. HOOD (15:52):** I rise to speak quite briefly on the Bail (Miscellaneous) Amendment Bill. It is only a three-page bill, as members are no doubt aware, and it contains minor but significant changes to the Bail Act 1985. First of all, the bill removes certain rights of prescribed applicants. The act defines a prescribed applicant as an applicant taken into custody under a number of different circumstances, including a person who is a serious and organised crime suspect, a person who has breached an intervention order, a person accused of manslaughter by use of a vehicle whilst evading police or a person who has breached bail conditions, along with a number of other certain types of alleged offenders accused of equally serious offences.

Clause 7 of the bill removes a prescribed applicant's ability to seek a telephone bail review. It is understood that removing telephone bail reviews will have little effect on prescribed applicants, as I understand such applications are rarely, if ever, successful. Additionally, a judge considering the application out of court and outside of normal hours, as is the case with telephone bail reviews, is arguably less properly equipped to deal with an application than a judge sitting in a court with all the resources available to him or her in the court. Requiring the bail review to be heard in court would therefore, in theory, enable a more complete and fair consideration of the application. In our view, this certainly has merit and the Australian Conservatives support this change.

We also support clause 6, which expands the definition of prescribed applicant to include those who are charged with an aggravated violent offence and at the time of the alleged offence also contravened an intervention order. As explained by the government in a previous stage of this bill, during its introduction, this is intended to address an existing ambiguity in the act that could potentially result in an accused falling outside the definition of a prescribed applicant based on a technicality where the court hears related matters simultaneously.

Although we commend the government for acknowledging and addressing this apparent loophole, perhaps the minister could answer the following questions in his summing-up: firstly, when and how was the government made aware of the aforementioned loophole; and, secondly, is the government aware of any instances where applicants who have been categorised as a prescribed applicant but fell outside the definition due to the ambiguity of the act actually applied for bail and were successful?

I look forward to the minister's response, but I indicate that we are supporters of this bill. I understand there are amendments to be made as well and we are somewhat favourable, although we look forward to the explanation of those amendments.

Debate adjourned on motion of Hon. J.S.L. Dawkins.

### **STATUTES AMENDMENT (NATIONAL POLICING INFORMATION SYSTEMS AND SERVICES) BILL**

#### *Second Reading*

Adjourned debate on second reading.

(Continued from 31 May 2017.)

**The Hon. A.L. McLACHLAN (15:55):** I rise to speak to the Statutes Amendment (National Policing Information Systems and Services) Bill. I am the lead speaker on behalf of my Liberal colleagues and I indicate that the opposition is supporting the second reading of the bill. The bill is technical in nature and follows from the recent merging of the commonwealth's CrimTrac system and the Australian Crime Commission. As a result of that merger, we now have a new body, the Australian Criminal Intelligence Commission, commonly referred to as the ACIC. The role and functions of the ACIC are underpinned by supporting legislation in each state and territory.

On 1 July 2016, the relevant commonwealth legislation was amended in order to implement the carrying over of CrimTrac's functions to the ACIC. This included the provision of systems and services relating to national policing information and nationally coordinated criminal history checks. In doing so, Australia's national criminal intelligence and information capabilities were brought under one body, allowing police, justice agencies and policymakers at all levels of government to adopt a more effective, efficient and evidence-based response to crime.

As a result of the merger, a new intergovernmental agreement between the commonwealth, states and territories exists to reflect the new regime, of which South Australia is a signatory. The government highlighted, when introducing this bill, its continued desire to facilitate the exchange of policing information between jurisdictions, particularly in situations such as terrorism, serious and organised crime and child protection. The bill makes technical and consequential amendments to various South Australian acts in order to enable the continued sharing of such information under the new scheme. I commend the bill to the chamber.

**The Hon. D.G.E. HOOD (15:57):** I rise in support of this bill and indicate that the Australian Conservatives are supportive of the second reading. This bill facilitates the exchange of policing information between jurisdictions following the merger of CrimTrac and the Australian Crime Commission, now known as the Australian Criminal Intelligence Commission (ACIC). I understand that information relating to serious and organised crime, domestic violence, child protection and terrorism will be exchanged via the system.

ACIC will play an important role in national policing initiatives. ACIC is the system administrator for the Australian Cybercrime Online Reporting Network, also known as ACORN, another one of many acronyms. It provides biometric matching, including DNA and fingerprint-matching services, maintains information relevant to firearms and missing persons, as well as managing the National Police Check system. It is not uncommon for criminals and criminal enterprises, such as outlaw motorcycle gangs, to operate within the boundaries of multiple jurisdictions and to move between borders to avoid detection and arrest. Cross-border crimes, including illicit drug manufacture, importation and distribution, are often done across jurisdictions.

To respond to this, it is imperative that an effective and accessible national policing information system is in place to equip police with relevant information to assist them in their investigations, which, of course, is the subject of this bill and to which it will enable. It is no surprise to any member of this chamber, I am sure, that Australian Conservatives is a strong supporter of these initiatives and certainly supports the second reading and likely supports the third reading.

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety) (15:59):** I thank all members for their contribution on this important legislation and look forward to further in-depth discussion of the bill during the committee stage.

Bill read a second time.

### **SUMMARY PROCEDURE (SERVICE) AMENDMENT BILL**

*Second Reading*

Adjourned debate on second reading.

(Continued from 31 May 2017.)

**The Hon. A.L. McLACHLAN (16:00):** I rise to speak to the Summary Procedure (Service) Amendment Bill 2017. I speak on behalf of my Liberal colleagues and indicate that the Liberal Party will be supporting the second reading. The bill amends the Summary Procedure Act and the Electronic Communications Act to enable greater use of electronic communication within the criminal justice system. It follows from the Electronic Transactions (Legal Proceedings) Amendment Bill, which found approval in this chamber earlier this year.

The bill contains a number of technical changes to enable the service and provision of documents via electronic means. The bill will enable any document, including the prosecution brief, to be provided via a variety of methods, including personal service, leaving it at or posting it to the person's last known residential or business address, sending a fax or email to a number or address

provided for the purposes of the legal proceedings, or making it available to people via electronic means such as:

- sending to an internet address;
- sending to an email address provided by the person or their legal representative a link to an internet address from which the document may be accessed or downloaded;
- by means of a data storage device; or
- other means that may be prescribed by the regulations or court rules.

The bill contains the same safeguards as the previous Electronic Transactions (Legal Proceedings) Amendment Bill, namely, that it will only be permissible to send a document by fax, email or other electronic means if it has been previously ascertained that the recipient will be readily able to access, download or print the document. Additionally, the bill also introduces measures to enable defendants to enter their written guilty pleas, which is currently permitted electronically.

It will enable the court to sentence a defendant at the time of the conviction with or without their presence in court. This provision was introduced at the request of the Chief Magistrate, given that often, if a court delivers a guilty verdict, it must adjourn, issue a notice to attend and then sentence at a later date.

The government has advised that, to ensure defendants are not unfairly prejudiced by this, the original summons will inform defendants that, if they fail or refuse to attend court, a sentence can be ordered in their absence. The government claimed when introducing the bill that it will 'have a positive impact on the community and those within the criminal justice sector'. However, in my opinion this grand statement will only be realised if great care is taken in the administration of these measures once the bill is enacted.

I note the Law Society provided a submission in respect of a draft version of the bill, which repeated some of the concerns they raised in relation to the earlier Electronic Transactions (Legal Proceedings) Amendment Bill. I will just quote briefly from that submission before asking some questions of the minister. I would appreciate if they could be answered at the second reading summing-up. Paragraph 4 of the submission of the Law Society states:

There are a variety of practices currently being adopted for the service of a Summons. In some cases, defendants are telephoned or contacted by SMS and asked to collect a Summons from a police station. Some defendants are sent the Summons by email. In other cases, the Summons is hand delivered to their address. If the defendant is not home, a calling card is left with no explanation except the police officer's name. Many defendants report anxiety and concern about what the card means and why police attended at their home. I am advised by the Criminal Law Committee that despite an investigating officer being aware that a defendant is legally represented, the investigating officer will often bypass the lawyer and contact the defendant to arrange collection of the Summons.

I ask the minister in his summing-up of the second reading to indicate whether there is any merit to this concern raised by the Law Society and, if so, to explain why investigating officers are bypassing legal representatives.

When the Electronic Transactions (Legal Proceedings) Amendment Bill was debated, I asked some important questions on ensuring that defendants who do not have access to computers or the internet are not unfairly prejudiced by these measures. In response to my questions at that time, the minister indicated that organisations such as the Legal Services Commission end up printing documents for their clients. The minister also said:

At this stage, the government is not concerned that this will have a large impact on their resources.

However, the Attorney-General said in the other place:

...if it does begin to impact on their resources, the government will maintain an open dialogue with the Legal Services Commission on the impacts of this legislation when it comes into use.

I ask the minister whether the government maintains that commitment in relation to the provisions contained in this bill before the chamber. The minister also indicated at the time that the increase in the use of electronic communications was an ongoing project undertaken by the courts, and that an online electronic case management system was currently in development by the courts. Can the

minister advise whether the online case management system is up and running or is still under development? I look forward to receiving the answers to these questions at the committee stage.

Debate adjourned on motion of Hon. J.E. Hanson.

### **STATUTES AMENDMENT (TRANSPORT ONLINE TRANSACTIONS AND OTHER MATTERS) BILL**

#### *Second Reading*

Adjourned debate on second reading.

(Continued from 20 June 2017.)

**The Hon. J.M.A. LENSINK (16:07):** I rise to make a contribution on this bill, which is supported by the Liberal Party. The major purpose of this bill is to amend the interface to enable a range of online transactions to be made for the transport system, with some miscellaneous amendments also being made. The acts to be amended include the Motor Vehicles Act, Road Traffic Act, Highways Act, Heavy Vehicle National Law (South Australia) Act and Harbors and Navigation Act.

The key focus is amendments to the Motor Vehicles Act so that customer and government online transactions can be processed using more modern means, enabling, for instance, vehicle registration transfers and notices of vehicle sales to be reported online, rather than using paper forms and therefore having to be lodged in person, and new online options via EzyReg to continue in conjunction with existing paper form methods.

The government advises that there is potential for an extra half a million transactions to be made online each year. Customers will be given the option of receiving communications electronically rather than by post. Licences will be able to be renewed over the phone. Regarding standard online registrations by clients, 275,000 accounts have been set up by customers, which allow them to use direct debit as well as view their registration and demerit details.

The bill also amends provisions for the accident towing roster scheme (I did not know there was one, but anyway, the things you learn), whereby holders of tow truck certificates will no longer be required to put their certification on their clothing. The definition of bicycle is being updated to remove unicycles and scooters, which will provide consistency with the Australian Road Rules.

Amendments to the Highways Act address ambiguities regarding whether a road is a road or a public road, and certain roads will be vested in the Commissioner of Highways, so the commissioner can enter into contracts to provide commercial activities on these roads. A range of stakeholder groups were consulted by the opposition, including SAFC, SARTA, CCF, Master Builders Association of SA and Bicycle Institute of SA, and no concerns were raised by any of those stakeholders. With those remarks, I endorse the bill to the chamber.

Debate adjourned on motion of Hon. J.E. Hanson.

### **HEALTH PRACTITIONER REGULATION NATIONAL LAW (SOUTH AUSTRALIA) (MISCELLANEOUS) AMENDMENT BILL**

#### *Second Reading*

Adjourned debate on second reading.

(Continued from 31 May 2017.)

**The Hon. S.G. WADE (16:11):** I rise to speak on behalf of the Liberal opposition on the Health Practitioner Regulation National Law (South Australia) (Miscellaneous) Amendment Bill 2017. This bill passed the House of Assembly on 30 May. Originally, the government bill included proposals to change the regulation of pharmacies in South Australia, and it would have increased the number of pharmacies that may be owned by the Friendly Society Medical Association, generally known as National Pharmacies.

In spite of suggestions to the contrary, the government introduced the legislation without a consensus within the pharmaceutical industry and without consulting the opposition. It is one thing for the minister to arrogantly sideline the opposition: it is another thing to do the same to the



pharmaceutical industry. In the House of Assembly the government did not oppose the removal of the proposed changes to pharmacy regulations in relation to friendly societies, which, as I said, was opposed by the broader pharmaceutical industry. Any future reform needs a more collaborative approach to succeed.

I now turn to the remaining elements of the bill. The bill would simplify regulatory requirements for manufacturers and retailers of ready-made spectacles. The bill also makes amendments to give effect to the merger of The CrimTrac Agency with the Australian Crime Commission. As the Liberal opposition did in the House of Assembly, the opposition in this place supports the bill.

Debate adjourned on motion of Hon. D.G.E. Hood.

At 16:14 the council adjourned until Tuesday 8 August 2017 at 14:15.

*Answers to Questions***COST OF LIVING**

In reply to **the Hon. D.G.E. HOOD** (28 March 2017).

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy):** I have been advised:

1. Advice received from the Economist Intelligence Unit is that the main reason for Adelaide's position at 35 in this report is the appreciation of the Australian dollar in the last 12 months. Structurally this comes off the back of a decade of appreciation in the value of the dollar, which has pushed many Australian cities up the rankings. Adelaide has retained its ranking relative to other Australian cities, except Perth which has seen steep drops in housing prices as the mining boom ends.

2. The Worldwide Cost of Living report from the Economist Intelligence Unit is designed primarily to help human resources and finance managers calculate cost-of-living allowances and build compensation packages for expatriates and business travellers.

3. The Economist Intelligence Unit's sister publication Liveability Ranking helps balance out the assessment by looking at the level of stability and quality healthcare, culture and environment, education; and infrastructure. The most recent 2016 Liveability Ranking places Adelaide in the top 5 cities in the world.

4. The Australian Bureau of Statistics Consumer Price Index (CPI) is designed to measure price inflation for the household sector as a whole. According to the ABS, in the period March 2016 to March 2017, the CPI rose by 2.0 per cent in Adelaide and by 2.1 per cent nationally.

5. The government has an ongoing commitment to undertaking a wide range of cost of living initiatives, including Our Energy Plan, which will ensure reliable and affordable supply. Information about these can be found on the Premier's website [www.premier.sa.gov.au](http://www.premier.sa.gov.au).

**TRANSPORT SUBSIDY SCHEME**

In reply to **the Hon. K.L. VINCENT** (29 March 2017).

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety):** The Minister for Transport and Infrastructure has advised:

1. There are no exemptions for charging the point to point service transaction levy (aka the '\$1 levy') for trips in metropolitan taxis. The levy applies to all metropolitan taxi trips, including those subsidised through the South Australian Transport Subsidy Scheme (SATSS).

2. SATSS members will not have to pay any portion of the levy, nor are taxi drivers expected to absorb this cost themselves. The government will pay the \$1 levy in full on all trips subsidised by SATSS.

3. The levy will apply to SATSS trips, but SATSS members will not be required to personally contribute to the levy.

4. The on-time bonus is a contract payment made through the Access Taxi centralised booking service (CBS) to taxis with a general licence with special conditions. As part of those conditions, Access Taxis must belong to the government contracted centralised booking service for access taxis.

Country taxis do not have any licence conditions placed on them and are not required to belong to a centralised booking service. As such, the on-time bonus is not paid to country taxis.

However, country taxis are permitted to apply fares up to 20 per cent higher than the Adelaide metropolitan taxi fares across their fee structure. A lifting fee may be approved as part of a country taxi fare if the total fare is within this permissible allowance, and replaces the metered fare for the time taken to assist people into and out of a taxi.

**MICRO-X**

In reply to **the Hon. R.I. LUCAS** (30 March 2017).

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy):** The Minister for Health Industries has advised:

The facility agreement between the South Australian government and Micro-X Limited is publicly available online on the South Australian Government Tenders and Contracts website at [www.tenders.sa.gov.au](http://www.tenders.sa.gov.au).

In relation to security, as the agency responsible the South Australian Government Financing Authority confirms that the Treasurer's loan is secured by a general security over all the assets of Micro-X Limited as described in a General Security Deed between the Treasurer and Micro-X Limited and recorded on the Personal Property Securities Register collateral class 'All present and after-acquired property—no exceptions'.

**MICRO-X**

In reply to the Hon. A.L. McLACHLAN (30 March 2017).

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy):** The Minister for Health Industries has advised:

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**PINERY BUSHFIRES, COUNCIL FEES**

In reply to the Hon. D.G.E. HOOD (12 April 2017).

**The Hon. K.J. MAHER (Minister for Employment, Minister for Aboriginal Affairs and Reconciliation, Minister for Manufacturing and Innovation, Minister for Automotive Transformation, Minister for Science and Information Economy):** The Minister for Local Government advises:

The Pinery bushfire started on 25 November 2015 and burnt out 82,600 hectares of land in the Balaklava and Roseworthy area in South Australia's Mid North. Sadly two people lost their lives, and houses, businesses, equipment and livestock were damaged or destroyed.

The government's response to this disaster was fast and targeted, and was delivered in partnership with a wide range of commonwealth, state and local government agencies, not-for-profit organisations and the private sector.

1. The state government has always supported the waiving or reduction of fees in response to natural disasters. This occurred following the Eyre Peninsula bushfire in 2005, the Kangaroo Island fires in 2007, Sampson Flat fire in early 2015 and the Pinery bushfire in late November 2015.

Such an approach recognises that the re-establishment of damaged infrastructure and the rebuilding of homes is crucial for the emotional, social and physical wellbeing of a community. In regard to the Pinery bushfire, government agencies waived or reduced a range of fees for services, including the waste levy, replacement of documents and the preparation of revised valuations for affected properties. Direct financial assistance was also provided through grants.

In relation to fees associated with development and rebuilding, the government supports the waiving or reduction of these fees where it's practical to do so and there are demonstrated benefits to property owners. In most cases these fees are administered by the relevant council.

All of the councils impacted by the Pinery bushfires; the Light Regional Council, the Clare and Gilbert Valleys Council, the Wakefield Regional Council and the Adelaide Plains Council responded to their communities' needs at the time by significantly reducing or waiving the relevant application fees. I'm advised that all of these councils continue to provide this support.

2. The government provided financial support to the victims of the bushfire via a range of initiatives. I'm advised that a Pinery Bushfire Recovery Grant was made available to eligible primary producers to provide short term, targeted assistance to reimburse clean-up and reinstatement costs not covered by insurance. Up to \$10,000 was made available, with funds coming jointly from the Australian and South Australian governments.

As part of the government's response to the fire, the Lands Title Office waived the fee for the title search that councils must undertake for each development application that relates to damage from the Pinery fire. Further, I'm advised that the Valuer-General adjusted the property valuations used to calculate rates in the current (2016-17) financial year to reflect the impact of the fires on affected properties.

3. The government supports the waiving or reduction of fees associated with development and rebuilding in areas impacted by natural disasters. In most cases these fees are administered by the relevant council and, as demonstrated with the Pinery fires, all councils reduced or waived these fees without the need for statutory direction.

The actions of the councils and the government in dealing with natural disasters has been appropriate and effective in supporting those impacted by natural disasters within the existing legislative framework.

**PRISONER REHABILITATION**

In reply to the Hon. R.L. BROKENSHIRE (31 May 2017).

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety):** I am advised:

In the 2015-2016 financial year the cost of providing rehabilitation programs to prisoners was \$30.965 million. The estimated cost for the 2016-2017 financial year is \$34.2 million.

### PRISONER REHABILITATION

In reply to **the Hon. D.W. RIDGWAY (Leader of the Opposition)** (31 May 2017).

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety):** I am advised:

The Parole Board may defer or refuse an application for parole for a number of reasons, one of which is if a prisoner blatantly refuses to undertake a program to which they have been referred and assessed as suitable for participation.

In cases where a prisoner has been assessed as needing targeted rehabilitation and the prisoner is prepared to undertake that program, an application for parole may be deferred until the appropriate program is undertaken. Since additional funding for criminogenic programs was afforded to the department through the strategic budget process, more programs are being delivered and increased availability of programs will result in a reduction in the number of applications for parole being either refused or deferred.

Further, all of the additional \$9.9 million in funding has been allocated to the Rehabilitation Programs Branch for the delivery of targeted rehabilitation and intervention programs over four years. The department's rehabilitation clinicians assess individual prisoners based on their needs and suitability to undertake programs.

To date, in 2016-17 the Rehabilitation Programs Branch has delivered over 7,150 hours of offence focussed programs.

Neither the Department for Correctional Services nor the Parole Board keep data on prisoners refused parole because they have not completed an appropriate rehabilitation program.

### EXTREME WEATHER CONDITIONS

In reply to **the Hon. J.S. LEE** (31 May 2017).

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety):** I am advised:

The Department of State Development (DSD) is leading work to encourage South Australian businesses to think about their continuity arrangements for natural disasters and other events which disrupt the community they operate within.

Unfortunately disaster events are increasing in frequency, severity and complexity, and as a community we are also facing new and emerging threats.

Disaster management, and our ability to collectively recover from events, is a shared responsibility; community members, families, business operators, non-government organisations and our own government agencies all have a role to play in building our state's resilience.

South Australian businesses have access to online tools and guidelines to help them develop their own business continuity plans. These tools include the MyBizShield iPad App which business owners and operators can use to create a business emergency management plan.

Small business are particularly important to our economy but can also be heavily impacted by emergency events. DSD is currently developing a new website specifically for South Australian small businesses which will include updated materials and guides focussed on business continuity plans.

The website will be launched before the end of the year, and DSD will work with its partners and stakeholders, such as South Australia Police, the Local Government Association and existing networks, to promote it across South Australia's regions.

The government encourages business owners and operators to think carefully about their arrangements and talk with their staff to develop appropriate plans.

Businesses play a vital role in our local communities and economies – more resilient and prepared businesses contribute to more resilient communities.

### HOUSE FIRES

In reply to **the Hon. J.S.L. DAWKINS** (31 May 2017).

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety):** I am advised:

The South Australian Metropolitan Fire Service (MFS) does not currently have a kitchen fire demonstration unit of the type used by Fire and Rescue New South Wales. However, the MFS is committed to building resilience within our community and believes that the best way to achieve this is to teach people about home fire safety. It seeks to do this through a number of mechanisms, including pro-active media and social media. The MFS also has a range of Home Fire and Life Safety information available on its website, translated into twenty different languages.

The MFS Community Safety & Resilience Department also has a service where groups or clubs can request a guest speaker for a Home Fire Safety presentation.

Many different presentations have been developed to suit differing community needs, including:

- Carer Program: supporting units of competency from the CHC08 Community Services Training Package.
- Aged Care Program: for clubs and groups of more elderly people.
- Multicultural Program: for people who have English as a second language.
- New Arrivals Program: for newly arrived migrants with little or no English language.
- General Fire Safety: for general interest groups such as Neighbourhood Watch, sporting clubs, Weight Watchers, Rotary, etc.
- School Program: for high school children.
- Indigenous Fire Safety and Burns Prevention.

The presentations include demonstrating various pieces of home fire safety equipment including smoke alarms and fire blankets. There is no charge from the MFS for this service.

#### **METROPOLITAN FIRE SERVICE**

In reply to **the Hon. J.S.L. DAWKINS** (1 June 2017).

**The Hon. P. MALINAUSKAS (Minister for Police, Minister for Correctional Services, Minister for Emergency Services, Minister for Road Safety):** I am advised:

The MFS Chief Officer, Greg Crossman has indicated that the MFS will strive to continually increase the number of female and culturally diverse firefighters within their workforce, so that the future MFS workforce better reflects the community it serves.

The MFS has actively engaged with schools, educational facilities, community groups, Surf Life Saving SA, gymnasiums and sporting organisations such as Netball SA to spread the diversity message. The MFS has communicated via media outlets, advertising, social media, banners, posters, email and their website to ensure the message is received by the wider community.

The MFS' Female Firefighters Forum is actively involved in assisting this process.

The MFS will continue to pursue opportunities to raise awareness, wherever possible including reaching out to other agencies within the South Australian emergency services sector.

Prior to the commencement of the current firefighter recruitment and selection process the MFS reviewed and re-engineered the process, removing what was believed to be a barrier that prevented many applications. The removal of the requirement to have a truck licence prior to application brought about approximately 1,100 extra applications that would not have been eligible under the previous process.

The most recent group of new firefighters participated in the MFS' first application process specifically aimed at attracting a greater variety of applicants to become firefighters.

While the MFS recognises there is a journey still ahead, they are already seeing positive signs of a change in this area.

Prior to the diversity in recruitment campaign, approximately 4.7 per cent of total applications received were from females. Since the launch of the campaign, that number has jumped to 12 per cent of total applications.

The aim is to promote the MFS as an employer of choice and firefighting as a career for any person, whatever their background, who can meet the educational, physical and psychological standards.

The application process is open to all members of the public that meet the eligibility criteria, and I am certain the MFS would welcome applications from CFS volunteers.