



Parliamentary Debates

(HANSARD)

THIRTY-NINTH PARLIAMENT
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LEGISLATIVE ASSEMBLY

Wednesday, 15 October 2014

Legislative Assembly

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THE SPEAKER (Mr M.W. Sutherland) took the chair at 12 noon, and read prayers.

CLIMATE CHANGE

Petition

MR I.M. BRITZA (Morley) [12.01 pm]: I have an appropriate petition from one signatory —

To the Honourable the Speaker and Members of the Legislative Assembly of the Parliament of Western Australia in Parliament assembled.

We, the undersigned, say to national, local, and international leaders: **Scientists clearly warn that risking runaway climate change threatens our very survival, and the future of everything we love. Now we ask the Legislative Assembly to commit to keep global temperature rise under the safe level of 2 degrees celsius, by rapidly shifting our societies and economies to be powered by 100% clean energy. We also call on you to urgently forge global, national and local agreements, and realistic plans, to achieve this end.**

[See petition 178.]

PAPERS TABLED

Papers were tabled and ordered to lie upon the table of the house.

STATE FOREST 56

Partial Revocation of Dedication — Notice of Motion

Mr A.P. Jacob (Minister for Environment) gave notice that at the next sitting of the house he would move —

That the proposal for the partial revocation of state forest 56, laid on the table of the Legislative Assembly on Wednesday, 15 October 2014 by command of His Excellency the Administrator, be carried out.

NO-FAULT INSURANCE SCHEME — GREEN PAPER

Statement by Treasurer

DR M.D. NAHAN (Riverton — Treasurer) [12.04 pm]: The state government has released a green paper inviting community consultation on options to add no-fault catastrophic injury cover to Western Australia's compulsory third party insurance scheme. The green paper will inform the community about options for potential changes to CTP motor vehicle personal injury insurance cover. We are inviting community feedback before the state government makes any decisions about the possible introduction of a lifetime care and support scheme for people catastrophically injured in motor vehicle accidents. The state's CTP motor vehicle personal injury insurance scheme has been in place since 1947 and has served our community well. The current annual CTP premium of \$291 for a family car is significantly lower than the premiums anywhere else in Australia.

In recent years, there has been debate on whether CTP personal injury insurance schemes should be expanded to provide lifetime care and support for all people who suffer a catastrophic injury as a result of a motor vehicle accident, whether or not a driver is at fault. WA's current CTP scheme is a fault-based scheme and requires negligence to be asserted against the driver or owner of a WA-registered motor vehicle in order for a CTP insurance claim to be successful. This is consistent with the principle that compensation be paid when injury is caused to a person by a negligent third party. It is estimated that in WA, 92 people annually suffer a catastrophic injury as a result of a motor vehicle accident. Of that number, 48 are able to claim lump sum compensation under the existing scheme. The remaining 44 people do not receive compensation and instead rely on support available from government-funded health and disability services, personal insurance, and families and friends. To fund the care and support needs of the estimated 92 people who are catastrophically injured each year, the CTP premium would need to increase by an estimated \$190 each year for every registered family car. This would bring the annual premium for a family car up to \$400. The cost of reasonable and necessary care and support for those people over the course of their lives is estimated at around \$4 million a person.

A major consideration for Western Australians will be the merits of introducing a no-fault catastrophic CTP insurance scheme because of the costs that it will add to the current CTP premium on their car. The public consultation period will run through to 24 December 2014. I urge all Western Australians to read the green paper, which will be available on the Insurance Commission of WA's website from today, and to make a submission on the proposals. The state government will consider the feedback before making any further decisions on this issue.

ANZAC CENTENARY COMMEMORATIONS — ALBANY*Statement by Acting Minister for Tourism*

MR J.H.D. DAY (Kalamunda — Acting Minister for Tourism) [12.06 pm]: I wish to inform members about the state government's support for a number of community-based events that will be held in Albany over the coming months during the commemoration of the Anzac centenary. The date of 1 November 2014 will mark 100 years since the first convoy set sail from Albany carrying Australian and New Zealand troops to war. Australia will commemorate the Anzac centenary between October 2014 and November 2015. The centenary will give Western Australians a special opportunity to remember the contribution of the original Anzacs and all Australian service personnel who have served their country in war and peacekeeping efforts.

A series of initiatives in Western Australia, involving both the commonwealth and state governments, has been agreed to mark the Anzac centenary, and includes the official opening of the National Anzac Centre at Mt Clarence in Albany. The state government has also identified the need to build a supporting program of large-scale and smaller events to maximise the importance of the centenary in the great southern region. A funding pool of \$200 000 was established to encourage the development of smaller events, specifically to engage the broader great southern community in the celebrations, increase the number of event activities available for visitors to enjoy, and encourage visitors to extend their stay across the region. The great southern Anzac commemorative events program consisted of a one-off funding round administered by Tourism Western Australia and jointly funded by the Department of Regional Development through the royalties for regions program. The round opened at the beginning of this year and closed in July. Twenty applications were received by Tourism WA and assessed against similar criteria used for the annual regional events scheme; and, of those, 18 events have been awarded funding. The successful events include a memorial service and commemorative mass, theatrical productions, interactive talks and lectures, a concert, street art, a sculpture exhibition, visual art and living history displays, and a sailing festival. A number of events involve the participation of students. State and local funding has also supported a number of large events, such as the Stirling Terrace mess hall, Princess Royal Harbour lights, Anzac projections and storytelling, and a community concert featuring the West Australian Symphony Orchestra, alongside The Waifs, Katie Noonan and Dan Sultan. In addition, local tourism and promotional activities have been supported through state and local marketing initiatives.

The Liberal–National government is committed to ensuring that the Anzac commemorative celebrations in Albany are a success, and to capitalise on the opportunity to generate economic, social and cultural benefits for the great southern region through tourism.

Although I speak as Acting Minister for Tourism, I think I could also have been speaking as Minister for Culture and the Arts on this issue.

BHP BILLITON WORSLEY REFINERY — WORKPLACE FATALITY*Statement by Minister for Mines and Petroleum*

MR W.R. MARMION (Nedlands — Minister for Mines and Petroleum) [12.09 pm]: It is with deep regret that I rise to report to the house a fatal accident at the BHP Billiton Worsley refinery at approximately 5.00 pm on Monday, 29 September 2014. The accident happened at the refinery's powerhouse lift well and involved a long-term employee at the site, Mr Colin Whitton, who was a 66-year-old electrician. The investigation is ongoing and details are yet to be confirmed.

At this time I would like to extend my sincerest sympathies to Mr Whitton's family, friends and work colleagues. No family should have to undergo the pain and suffering that results from a workplace accident such as this. The Department of Mines and Petroleum's inspectors will conduct a detailed and thorough investigation and in due course they will provide a report to the State Coroner.

It is up to all of us to learn and share the lessons that these events provide and to put in place measures to prevent a reoccurrence. In January, I formed a ministerial advisory panel that will advise the government on reforming the regulatory system around safety within the resources industry. It is expected that by mid-2016 Western Australia will have a new, risk-based legislative framework, including a new act and regulations supported by a range of codes and guidance materials. In the meantime, we must all remain on guard. These events do not have to happen. They are all preventable and everyone shares responsibility for maintaining a safe workplace.

CONSUMER PROTECTION LEGISLATION AMENDMENT BILL 2013*Assent*

Message from the Deputy of the Administrator received and read notifying assent to the bill.

PETROLEUM TITLES (BROWSE BASIN) BILL 2014*Introduction and First Reading*

Bill introduced, on motion by **Mr W.R. Marmion (Minister for Mines and Petroleum)**, and read a first time.

Explanatory memorandum presented by the minister.

Second Reading

MR W.R. MARMION (Nedlands — Minister for Mines and Petroleum) [12.11 pm]: I move —

That the bill be now read a second time.

On 22 May 2014, Geoscience Australia wrote to the Department of Mines and Petroleum advising that a recent survey had discovered that several reefs in commonwealth waters were above mean low water mark. This discovery has prompted changes to the state–commonwealth maritime boundaries around the south Scott and north Scott—collectively known as Scott Reef—and Seringapatam Reef areas.

These boundary changes came into effect from 20 May 2014 and affect commonwealth and state petroleum retention leases around Scott Reef, and two commonwealth exploration permits in the Seringapatam Reef area. The changes are not confined to Western Australia and could happen elsewhere in the future, and neither state nor commonwealth petroleum legislation currently provides for significant boundary changes such as these. The purpose of the bill is to provide the legislative framework to allow for a smooth transition of tenure at the time of renewal of the commonwealth titles in the Scott Reef and Seringapatam Reef areas where jurisdictional boundaries have changed. The bill also provides for the creation of like-for-like equivalent state titles where parts of commonwealth titles previously existed. The approach taken in the bill is for stand-alone legislation due to the unique circumstances of the state petroleum titles in the Scott Reef and Seringapatam Reef areas.

Scott Reef and Seringapatam Reef lie approximately 450 kilometres north of Broome in an area of the Indian Ocean known as the Browse Basin. Located off the north west coast of Western Australia, the highly prospective Browse Basin is home to a large number of gas and condensate discoveries, a number of which are being developed as liquefied natural gas projects. Large areas of the basin are covered by commonwealth petroleum titles, under which lie extensive gas fields. Scott Reef is located in the Torosa gas field area. The petroleum titles in the Scott Reef area are held by the Woodside Browse joint venture, whilst to the north, Seringapatam Reef lies over part of the Kronos–Poseidon gas field held by the ConocoPhillips Australia joint venture. In the Scott Reef area, these titles consist of one commonwealth retention lease and two state retention leases. Retention leases are titles that are awarded for non-commercial petroleum discoveries that are likely to become commercial within 15 years. In the Seringapatam Reef area, there are two active commonwealth exploration permits. The current terms of the three Scott Reef retention leases end on 23 December 2014. The terms of the Seringapatam exploration permits end in August 2015 and October 2016 respectively.

Without the provisions in the bill, due to the boundary change, some areas currently under a commonwealth lease or permit would become vacant upon renewal. With the reduction of the area of commonwealth retention lease WA–30–R upon renewal on or after 24 December 2014, the existing state retention leases TR/5 and R2 will expand to cover all of the area previously covered by the commonwealth retention lease. In the north Scott Reef area, the increase in the state area also requires the creation of a new small exploration permit under the Petroleum (Submerged Lands) Act 1982 to cover part of commonwealth exploration permit WA–315–P, currently held by the ConocoPhillips Australia joint venture. This action will occur at the time of the renewal of WA–315–P in October 2015.

To the north, the Seringapatam Reef area is covered by two commonwealth exploration permits, WA–315–P and WA–398–P. While there are currently no state permits in this area, the bill provides for the grant of two state exploration permits when the existing commonwealth titles are renewed in 2015 and 2016 respectively.

As for the new title at the extreme tip of the north Scott Reef area, this action occurs in a like-with-like manner. This renewal will lead to the creation of a title covering the waters within the Seringapatam Reef lagoonal area under the jurisdiction of the Petroleum and Geothermal Energy Resources Act 1967. At the same time, a second state exploration permit will be granted over the newly available area under the Petroleum (Submerged Lands) Act 1982. In order to avoid creating a separate Petroleum (Submerged Lands) Act 1982 exploration permit over a much smaller area at the time of renewal of WA–398–P in 2016, the bill provides that upon renewal of WA–398–P, this area will join the Petroleum (Submerged Lands) Act 1982 exploration permit granted in 2015, as the area is held by the same titleholders.

I turn to the key elements of the bill. The bill covers four discrete areas. Firstly, the bill deals with the commencement provisions and the terms used for the bill; secondly, the bill deals with the petroleum titles in the Scott and north Scott Reef areas; part 3 of the bill deals with the petroleum titles in the Seringapatam Reef area, where the state currently has no titles; and the final part of the bill deals with the transitional provisions required for the bill.

In conclusion, the purpose of the bill is to provide the legislative framework to allow for a smooth transition of tenure at the time of renewal of the commonwealth titles in the Scott Reef and Seringapatam Reef areas where jurisdictional boundaries have changed. By providing for the creation of like-for-like titles where required, the bill removes any sovereign risk that could arise from a loss of tenure.

Debate adjourned, on motion by **Mr D.A. Templeman**.

PREGNANCY AND INFANT LOSS REMEMBRANCE DAY

Motion

MR C.J. BARNETT (Cottesloe — Premier) [12.17 pm]: I move —

That this house recognises the designation of 15 October as Pregnancy and Infant Loss Remembrance Day in Western Australia.

Mr Speaker, 15 October is observed in a number of countries, as well as New South Wales, as Pregnancy and Infant Loss Remembrance Day. This motion seeks to ensure that this remembrance day is also marked in Western Australia to remember babies lost through miscarriage or stillbirth, or who have died shortly after birth. Equally, it gives us the opportunity to respect and recognise the immense grief that is suffered by parents and family members, irrespective of the gestational age of the baby lost—a grief that can last a lifetime.

Many members may be surprised at the frequency of pregnancy and infant loss in Australia. One in every five Australian women will endure the loss of a baby in their lifetime, and many women may experience two or more pregnancy losses. Although major medical advances have been made and leading research is underway—some of which is occurring here in Perth through research institutions including the School of Women's and Infants' Health at the University of Western Australia, the Women and Infants Research Foundation and the Telethon Kids Institute—there is still much to be discovered. In Western Australia alone, almost one in five stillbirths remain unexplained.

When people go through the experience of losing a baby during pregnancy or early infancy, they look for answers and hopefully may come to understand that they are not alone. All too often, pregnancy and early infancy loss will be revealed and discussed only when we learn of someone else who has had a similarly tragic experience. However, many people may not know where to turn for help and support. Help is available. For example, SIDS and Kids WA provides extensive support and services to bereaved families, including specialised counselling services and a 24-hour free telephone support line.

King Edward Memorial Hospital for Women is the statewide tertiary hospital for gynaecology, obstetrics and neonatology, and provides a range of integrated bereavement support. In particular, the hospital's memorial garden is a unique and precious place for the interment of ashes of stillborn babies, a place to honour the special bond between parents and their loved ones. Each month, the hospital's pastoral care services holds an interment of ashes service to which all families who have experienced a recent loss are invited. Since the memorial garden opened in 1989, over 17 000 babies' ashes have been placed there.

The support and pastoral care provided by health professionals and those who work in the field of perinatal and infant loss is exceptional. Their dedication, commitment, sensitivity and compassion in very difficult circumstances is something we recognise and truly appreciate.

Through this remembrance day we hope to create a greater awareness in the community about the immeasurable impact that pregnancy and early infancy loss has on so many women, their partners and families within our community. We hope that through the recognition of their loss and the subsequent pain endured, this remembrance day can play a small part in enabling families to find a way forward in their grieving, and in time heal the deep wound of loss. Most importantly, this remembrance day acknowledges that these babies were lovingly anticipated and remain forever in their parents' hearts.

I would like to particularly acknowledge John and Kate De'Laney, who are in the gallery today. Mr and Mrs De'Laney wrote to me with the initial request that Pregnancy and Infant Loss Remembrance Day be observed in Western Australia. They expressed to me how important such a day would be for them and for the many families who have experienced a miscarriage, stillbirth or the loss of a baby shortly after birth. I hope that today's motion gives them some comfort.

I also recognise my parliamentary secretary, Hon Donna Faragher, and the Minister for Health for assisting in the development of this special day. I also acknowledge the support of the opposition, principally the shadow Minister for Health, the member for Kwinana.

I request that this house support the designation of 15 October each year as Pregnancy and Infant Loss Remembrance Day in Western Australia.

MR M. McGOWAN (Rockingham — Leader of the Opposition) [12.22 pm]: I indicate to the house that the opposition will very much be supporting this motion to observe 15 October as Pregnancy and Infant Loss

Remembrance Day and join the government on a matter of great significance to many families across Western Australia. I also acknowledge Mr and Mrs De'Laney, who are here today, who have brought the issue forward. I thank them for their efforts. I also acknowledge the member for Kwinana, sitting next to me, who put a motion to this effect on the notice paper a year or so ago.

I understand that we are following the United States, Canada and New South Wales, who have implemented such a day to acknowledge these important people in our community. This motion is all about respecting and caring for people in our community who have suffered pregnancy loss and infant death. They go through ongoing grief and pain throughout their lives and I think often suffer a form of post-traumatic stress disorder in coping with an incredibly traumatic event that was meant to be an incredibly joyous occasion—a dream that has turned into a nightmare. That form of post-traumatic stress disorder often lasts for their entire lives. I think it often goes undiagnosed and untreated. Women who go through it often have another child and are expected to get on with the joyous event that is the birth of another child whilst coping with a condition or an experience that is very difficult to cope with and therefore suffer a profound psychological shock as a consequence of the loss of a child, a baby, a pregnancy.

I am sure that other members will relay important personal experiences. I want to relay only one just briefly. My wife, Sarah, was born in the 1970s. She had a brother who was born on 15 July 1969. His name was Nicholas. He died on 16 July 1969. He died four days before man landed on the moon. Members could imagine that man landing on the moon was not a big deal for my mother-in-law and my father-in-law. That event passed them by completely because they had just been through this incredibly traumatic event of the loss of their first son after less than two days of life. It has been very difficult for them to cope with over the years because my mother-in-law was not permitted to hold or see her first baby boy. They have had some difficulty coping with that for many years. They often talk about baby Nicholas, even though they have subsequently had two children—my brother-in-law, Dean, and my wife, Sarah. What I found amazing is that about five years ago my wife's grandmother, my mother-in-law's mother, Margaret, passed away. She was an elderly lady, in her mid-80s, perhaps. On her deathbed, one of the last things she said was that she believed she was going to see baby Nicholas. Despite 40 or so years having passed, she believed in her mind that she was going to see little baby Nicholas, who died 40 years earlier. Families experience this loss. It is ongoing and it is everlasting and it is hard for them to cope with. Although it did not directly affect me and I never knew baby Nicholas and my wife did not know baby Nicholas, it affected my wife's family dramatically. Many families across the Western Australian community have had that experience, and today's motion is all about acknowledging that.

MS W.M. DUNCAN (Kalgoorlie — Deputy Speaker) [12.27 pm]: I rise to support this motion on behalf of the National Party. When the Leader of the National Party asked me to speak, I took the task on with some trepidation because although I have four beautiful children, one of whom was married two weeks ago, two of my children will never see their wedding day. I lost my babies very early in the pregnancy, so it is not half as traumatic as the situation described by the Leader of the Opposition. It is interesting that people think that an event such as that is minor and that people will get over it. I found it interesting to read the website of Pregnancy and Infant Loss Awareness Research and Information, which quoted some of the things that are said to families following the loss of a child through a miscarriage or immediately after birth. These things are said with all the best intentions, such as, "You can try again", "It was never meant to be", "At least you have another living child", "It was probably for the best because your baby might have been disabled", "At least you did not get the chance to know your baby so you will not miss it", and those sorts of things.

The expectation that one just picks up the pieces and keeps going is quite widespread. That is why I am very pleased to speak on behalf of the Nationals to support this motion because I think that people who have suffered the loss of a child in pregnancy or immediately afterwards need somewhere to turn. Many people survive that experience and do not suffer post-traumatic stress, as the Leader of the Opposition indicated, but many do—and they suffer in silence.

In my reading overnight I also read stories of fathers. The physical and mental trauma of losing a child not only impacts on the mother, it also impacts on the whole family including the father. There is the loss of expectation and joy, and the loss of future events, such as the wedding that I just experienced with my second beautiful daughter. There is a lack of understanding of the prevalence of loss. The Premier indicated some of the statistics.

It is estimated that 5 000 miscarriages happen each year. One in every 148 babies is stillborn; three in every 1 000 babies die shortly after birth. It was good to hear from the Premier about the research work being done. We need to understand that a lot of this loss is avoidable if we understand some of the precautions and care that should be taken. However, a lot of it is unexplained. I know that working in the sheep yards while heavily pregnant is not a wise thing to do. My third child was born a little early because of that. I thought I was invincible as a mum and limping over fences in the sheep yard is not the thing to do in late pregnancy.

Another thing we need to keep in mind today is that the loss of a child early in their life is something that is very prevalent in Aboriginal communities as well. The infant mortality rate in Aboriginal communities is more than four times the loss in non-Aboriginal communities. The rate of loss is 12.5 per 1 000 for Aboriginal mothers and

2.8 per 1 000 for non-Aboriginal mothers. Neonatal deaths are even worse—it is five times the figure. The death rate is 5.7 per 1 000 live births for Aboriginal mothers, whereas it is one per 1 000 live births for the general population. This is something that we need to pay particular attention to. It has been of particular concern to me. There has certainly been some great progress made across the board to reduce infant mortality and neonatal deaths, but there is a lot more work to do. There is a focus on care of the mother, particularly not smoking and not drinking while pregnant, and of course the prevalence of foetal alcohol syndrome disorder is something that I have spoken about in this house before. It needs quite a deal of attention from government.

My children were born in a period when we were told to wrap them tightly and place them face down in their bassinette. At the time it looked so uncomfortable to me, but the child health nurse said that that was the way to do it. That was when we hit the peak of losses through sudden infant death syndrome. After research, the advice now given to mothers is to place infants on their back to sleep, use a safe sleeping surface and safe bedding, keep the infant's head uncovered, avoid soft toys and other items in the infant's environment, and avoid environmental tobacco smoke. They are all very important measures.

I congratulate the Premier on bringing this motion to the house. I personally support it, and the Nationals support it. I hope that it gives comfort to those who have suffered this sort of loss and gives them the opportunity to seek some sort of solace and counselling from those who have shared the experience.

MR R.H. COOK (Kwinana — Deputy Leader of the Opposition) [12.34 pm]: I rise to make a few very brief comments. I would like to make time for other members who wish to speak on this motion. I commend the government on moving this motion today. It is an important gesture by the Parliament. I originally drew this to the Parliament's attention following a suggestion from a colleague of the member for Warnbro, who was not here at the time. He had been contacted by representatives from Woronora General Cemetery and Crematorium in Sutherland, New South Wales, where they were celebrating Pregnancy and Infant Loss Remembrance Day. They had been celebrating that day since 2008. Pregnancy and Infant Loss Remembrance Day has spread from the United States of America. It was originally declared by President Reagan in 1988. It is perhaps one of the few good things that I think President Reagan did, but it is very important. It has spread like a ripple throughout the world ever since. Every US state now celebrates Pregnancy and Infant Loss Remembrance Day. It is also celebrated in Canada. As I said, it was taken up in New South Wales in 2008 and has now spread to Western Australia. I think it is a very important day to acknowledge.

Some would say that Parliament is at its very best when we come together to agree on a motion like this. I certainly think that society is at its very best when we can reach out and show compassion to those who have had such loss. I want to read a short sentence from last year's program at Woronora General Cemetery and Crematorium, which states —

Not only would we like to reach out to families who have had experienced the loss of a baby through pregnancy or infant loss we would also like to create an understanding within the community which shares a bond and unites our community with a family's loss.

This Parliament is making a very important gesture here today. I commend the government for bringing this motion to the house.

DR K.D. HAMES (Dawesville — Minister for Health) [12.36 pm]: I would like to thank a few people before I start. Firstly, I thank John and Kate for writing to the Premier requesting that we recognise Pregnancy and Infant Loss Remembrance Day. I do not know their personal circumstances, but clearly there must have been very strong reasons for John and Kate to do that. They have achieved exactly what they wanted—this state, including the Premier, recognises today as Pregnancy and Infant Loss Remembrance Day. I thank the Premier for acknowledging this day, and I thank Hon Donna Faragher as well. The Premier gets lots of requests for lots of different things. It is very good that he recognised that this was the case. The shadow Minister for Health gave notice of a similar motion to Parliament a year ago. For this motion to be moved today, he had to agree to withdraw his own motion so that it could be done on a bipartisan basis. I thank the member for Kwinana for that.

I will not go through all the statistics again because various members have covered those. Although I know of those statistics as the Minister for Health, I also know of those from my former life as a general practitioner. It is interesting that we talk about one in five pregnancies resulting in loss. I used to say to mothers who had lost a child that almost every woman at some stage in their life will have a miscarriage. Sometimes mums do not even know it. They may be slightly late with their period or have a slightly heavier than normal period, but that may in fact be a miscarriage. In the early stages of pregnancy, although not always, it is not as traumatic, but to carry a baby through to a later term in pregnancy and then lose it through stillbirth is even more traumatic. Sometimes babies need to be brought on early, or sometimes the trauma is even greater and they need to leave the baby in utero until a later stage of the pregnancy, which is even more traumatic. All of those things can occur. Going through the trauma of a delivery immediately after losing a child is probably the most tragic of all. All of those things weigh heavily, as the Leader of the Opposition said, on the minds of those who are involved in that. I have to say as a GP that one does not really know what to do. All the things that the member for

Kalgoorlie said about doctors are true. We say things such as, “There must have been something wrong and this is nature’s way of sorting those things out”, or, “You have other children”—doctors say all of those things. Thinking about that now and looking back, I still do not know whether or not we said the right thing.

The reason we say it, of course, is to try to help the mother, father and the family get through that very difficult time, and, hopefully, try to help them to put it behind them, but maybe it is not the right thing to do. I would like to see research done into not only the causes of these things, but also how to best help a mother and family get through such a tragic time from a mental health point of view. We do research on all sorts of other things, including stress disorder, particularly for those, say, coming out of the army, but we do not look at this at all. Mums and dads are just expected to cope, and on we go. It does hit just about every family. My mother-in-law lost twins late in pregnancy. She was at a very mature age, and having twins was just too much and she lost those at a late stage of pregnancy in a fairly awful way. It just plays upon the mind of everybody when something like that happens. We still wonder what that twin brother and sister, I think it was, to my wife would have been like.

I will conclude my remarks because I know that a lot of other members want to say things, and most people have a personal story to tell. It is great that the Parliament is doing this. When Parliament recognised, last year I think it was, those mothers who had their children taken away through adoption, that was fantastic, but at the same time the issue was raised then that it is great to recognise those women, but what about those mums to whom this has happened?

Lastly, I would like to congratulate some other people. I am fairly certain, but not positive, through my dealings with King Edward Memorial Hospital for Women, that the remembrance area was initiated by the Rotary Club of Perth. It funded and promoted developing that garden where a lot of the ashes of children who have died at King Edward are buried. If it was someone else, I apologise, but I just wanted recognition for that club because I am fairly certain it did that. Congratulations, once again, to John and Kate, and to all those who have spoken today. It is absolutely critical that we recognise the heartache and loss, and we need to work on how to better manage families and how to prevent this from happening in the first place. Just yesterday I was talking to a research organisation that will be starting at Fiona Stanley Hospital and saying we would be doing this today and that it would be a great opportunity for that organisation to initiate research at Fiona Stanley, given that it will have obstetrics, neonatal and gynaecological services at Fiona Stanley Hospital. It is a brand-new hospital with brand-new research facilities next door, and I think it would be great for that organisation to focus some attention on this issue.

MS R. SAFFIOTI (West Swan) [12.42 pm]: I rise to make a very short contribution in support of this motion. This is a highly sensitive and difficult topic to talk about in any environment, particularly in this chamber. I welcome this motion to mark 15 October of each year in Western Australia as Pregnancy and Infant Loss Remembrance Day. This is a day when parents and families across Western Australia will honour the babies who have passed away through miscarriage, stillbirth or post-natal causes. It is a day that I am sure will bring very sad memories to people in this state. Importantly, it will be a day on which the community can stop and remember the lives that were never fulfilled; tiny lives taken far too early. Thousands of Western Australians suffer this loss each year. It is a profound and deep loss that many find hard to talk about, and even harder to deal with throughout the years. This loss affects many people around the family unit: the mother, the father, the brothers and sisters, the grandparents, and the aunts and uncles. It is an impact that is difficult to put into words; it is a sense of emptiness, nothingness and darkness.

Carrying a child is an enormous privilege. When we carry our children throughout the weeks and months, we do so with the expectation that we will be holding a healthy and happy baby when our time comes. We plan, anticipate and prepare for the birth. We think of everything: who they will look like and who will they take after, and one million other things cross our minds. All 100 per cent of our emotional energy is ploughed into that pregnancy and baby. To have that suddenly ripped away, in most instances with no warning and no preparation, is the cruellest of fates. These are lives that can never be lived, these are cries that can never be heard, and they are smiles that can never be seen; importantly, they are cuddles and hugs that can never be given. To all those families across Western Australia who have suffered pregnancy and infant loss, this is a day for you and we hope this day can play some part in the healing process.

MRS G.J. GODFREY (Belmont) [12.45 pm]: I rise to support the motion for the establishment of 15 October as Pregnancy and Infant Loss Remembrance Day in Western Australia. I would also like to thank Mr and Mrs De’Laney for raising this issue and bringing it to this point.

As a young mother, my firstborn died of sudden infant death syndrome; at the time it was known as “cot death”. Her name was Vicki Krystina. To go from the excitement of a full-term pregnancy and safe delivery to the tragedy of the death of an innocent baby is very traumatic; added to that are the police who arrive at the hospital to start their investigation before any family support is around. The perinatal loss services that are around now were not available then. From that day, until after the funeral, time was just a blur; I think I was in shock. As many of these deaths occur from unknown causes, it affects the marriage and the relationships with our future

children. The feelings of guilt and sadness take a long time to live with, and it took over 20 years before I could talk about her.

What are some of the key statistics? It was amazing to see that in Australia each year more than 3 500 families experience the sudden and unexpected death of a baby or child. Sadly, for many of these deaths there is no known cause. Due to the number of families affected by the sudden, unexpected death of a baby or child and the high percentage being from an unknown cause, it is appropriate that we recognise this as an annual remembrance day.

What are we doing about it in the area of prevention? It is important that women do not smoke or drink alcohol during pregnancy. I also refer to the wonderful website of SIDS and Kids WA, and the recommendations that have been spoken about here today. I would also like to mention the state government's investment of \$48.7 million from 2013 to 2017 for the establishment of the 16 child and parent centres on selected public school sites in vulnerable communities. Services and support may include maternal and child health services, such as antenatal classes. I did not know about the services available at King Edward Memorial Hospital for Women as the statewide tertiary hospital, and the integrated services that it has for bereavement support—I think that is wonderful. I support the designation of 15 October of each year as Pregnancy and Infant Loss Remembrance Day in Western Australia, and thank the speakers who have spoken on this important issue today.

MR B.S. WYATT (Victoria Park) [12.48 pm]: I also rise to offer my very strong support to the motion moved by the Premier today to designate 15 October as Pregnancy and Infant Loss Remembrance Day in Western Australia. I note the comments made by all members so far on the motion, including the history of how we have gotten here from an idea that came out of the United States. I note that the stated mission of the remembrance day is —

To make sure every Australian can be supported re the loss of their baby, on 15 October every year.

I want to also acknowledge SIDS and Kids WA, based in Kensington, which is in my electorate at the moment—subject to redistribution—and which does wonderful work. Many in this place have had an experience of an early loss of a bub in pregnancy or shortly thereafter and I note the personal stories of the members for Belmont and Kalgoorlie. Before I forget, I also thank John and Kate De'Laney, who are in the Speaker's gallery, for writing to the Premier about ensuring we do this in this Parliament.

On 24 September 2007, my wife lost a bub—we lost a bub, a baby boy, Hugo—right at the end of her pregnancy. To this day—I think the Deputy Premier nailed this—my wife has not gotten over it, and I do not think she will. She has since had two beautiful daughters, but I think the problem we have is that there is very rarely an explanation about why we would lose an otherwise healthy baby. Things are very different now, having gone through it, from the situation the Leader of the Opposition outlined when the issue was not discussed and the baby was taken away. There is a very much more of an inclusive process and the mourning process, particularly for mum, is much more encouraged by the hospital and the staff, who are always fantastic. However, it seems to me that there is still an incredible isolation experienced by mothers in particular when they lose a baby either early in life or at the very end of the pregnancy, simply because I think there is this absence of what might have been. When somebody dies at the end of a long and happy life, we celebrate a life well lived, and that is a natural part of living. When we lose a baby, there is not just the shock of the order of things being thrown out, but also forever remembering what might have been. Thinking about the preparation that goes into having a baby in our own home, when that is suddenly cut short with no explanation, as the Deputy Premier said, it is not something that we really quite understand, as with the mental trauma that mothers go through. Thinking back, this idea of women as the fairer sex was certainly very much put to bed for me while watching my wife give birth to her bub who she knew she had lost. She had the great fortitude to take that through, and now is a splendid mother to her two daughters.

Although things have changed, the fact is that despite everything, we never really understand why we lose a baby at the end of pregnancy, and we do not really know what to do with mothers when it happens. That is the reality. Families are wonderful, but ultimately mothers are dramatically impacted. Fathers are impacted, too, of course, but the impact for mothers who have had the bond of the baby within them to lose that baby I can never fully comprehend. I have never fully comprehended the strength of my wife and how she managed to have that. I think having a day when we can remember and, hopefully, do more to support mothers who have lost babies is important. I want to emphasise mothers because I think they carry that incredible emotional scarring and emotional burden forward for the rest of their lives. As I said, each year on 24 September, we remember what might have been and that Hugo would be this old, this old and this old, and the absence of that baby is still very much front and centre in our lives.

Thank you to John and Kate. I thank the government and all members for supporting this motion, because ultimately it is a very important acknowledgement that we are still not discussing something that happens to so many different people. I conclude by making the point that up until it happened to my wife and me, I do not think I knew anybody who had had a stillborn bub, but when it happens to you, you find out very rapidly it has

happened to many people who just do not talk about it. Hopefully, at the very least this raises the issue for conversation whether in this place or further out in our community. I want to offer my very strong support both in my capacity as the member for Victoria Park and, of course, on behalf of my wife and our little boy, Hugo.

MR F.M. LOGAN (Cockburn) [12.54 pm]: I rise to support the motion before the house and I do so with great pleasure. I point out that John and Kate De'Laney approached me in my constituency office last year with the idea of a Pregnancy and Infant Loss Remembrance Day. They referred to the adoption of such a day in the United States and Canada, and, of course, it has been picked up in New South Wales in Australia. I took that idea to Roger, the member for Kwinana, and Roger put that into legislation. I congratulate Roger for the work he has done and also congratulate the Premier for bringing this motion before the house to adopt the day.

The loss of a baby, particularly late in the term of pregnancy or through a stillborn birth, is very common, as we have heard, to families across Australia. Despite the support now available to families, as we have heard from the Minister for Health, the loss at the time is still extremely traumatic, both physically and mentally. Time heals all, families move on and people move on, as we know, but occasionally the loss all comes back into conversations between couples over what might have been. Vivienne and I lost a child, a little boy, late in her term, and that boy would have been our third child. Even the other day we were discussing that loss—as we were discussing the family, it just came up. Of course, that whole concept of what might have been came up at the time, how old the child would be and where the little boy would have been at in his life. It does continue to haunt families even many, many years later. The proposed remembrance day is fantastic because it would allow families to dwell just for a very short time on what might have been, and I congratulate the house.

The ACTING SPEAKER (Mr I.M. Britza): Members, just before I put the motion before the house, thank you, Premier, for bringing such a tender and compassionate motion before us—one about which we can all stand and generally say how much we feel. I have particularly listened to the women share their hearts today in wonderful speeches and heartfelt thoughts. My wife, Penny, lost her first child on her birthday, and then in her second pregnancy we lost an adoption on the same day as she had the second miscarriage. Then, she had a miscarriage at the Austin international airport, and it was another stress altogether to have the ambulance come and take my wife away and have to deal with that stuff. I thought about the fact that when the birth came, once again, I felt completely helpless. As husbands, our role is to take care of our wives in very, very tender circumstances, but ones that are rarely understandable. I think this been a wonderful thing for us to do as a house today, and it shows our state that we do in fact care. I think this is a wonderful thing.

Question put and passed.

The ACTING SPEAKER: Members, the Premier has asked, and I concur, that we support this motion by standing and observing a minute's silence for these mums.

[Members stood and observed a minute's silence.]

CORRUPTION AND CRIME COMMISSION AMENDMENT (MISCONDUCT) BILL 2014

Third Reading

Bill read a third time, on motion by **Mr C.J. Barnett (Premier)**, and transmitted to the Council.

ROAD TRAFFIC AMENDMENT (ALCOHOL INTERLOCKS AND OTHER MATTERS) BILL 2014

Consideration in Detail

Clause 1: Short title —

Mrs M.H. ROBERTS: I note that the short title of the bill is the Road Traffic Amendment (Alcohol Interlocks and Other Matters) Bill 2014. Can the minister explain why the words "other matters" have had to be added to the title?

Mr J.H.D. DAY: I am advised that this was the advice of the Parliamentary Counsel's Office. It primarily relates to division 4 of part 3 of the bill, which amends the Road Traffic (Vehicles) Act 2012. That division does not directly deal with alcohol interlocks, but rather with one of the aspects of the legislation; namely, the ability to impound a vehicle and to suspend the licence of a vehicle, and ultimately to revoke the suspension of the licence of a vehicle. It is a consequence of this legislation, and the overall plan to enforce the use of alcohol interlocks, to ensure that there is some sanction, enabling vehicles to be impounded, for people who do not comply with the requirements of the legislation. That explains why the title is somewhat longer than it otherwise might have been.

Clause put and passed.

Clause 2: Commencement —

Mrs M.H. ROBERTS: This clause provides for the act to come into operation in several different parts. Clause 2(1) states —

This Act comes into operation as follows —

- (a) Part 1 — on the day on which this Act receives the Royal Assent;
- (b) the rest of the Act — subject to subsection (2), on a day fixed by proclamation, and different days may be fixed for different provisions.

I would like to know whether the minister has any estimate of what the delay is likely to be between the proclamation of part 1 and that of the rest of the legislation, and why there is a need for different days to be fixed for different provisions. Clause 2(2) states —

No provision of Part 3 may come into operation before the day fixed under the *Road Traffic (Administration) Act 2008* section 2(b).

In asking these questions, I note that the explanatory memorandum states —

Some of the Bill's provisions will amend legislation that is yet to commence operation, such as the Road Traffic (Administration) Act 2008, the Road Traffic (Authorisation to Drive) Act 2008 and the Road Traffic (Vehicles) Act 2012.

While the minister is on his feet, perhaps he could give us an explanation of why those 2008 acts have not yet come into operation. What is the delay? How long is this whole process going to take? Given that this government has acts from 2008 that have not yet come into operation, are we going to potentially see it take another five or six years before we see the final elements of this bill come into operation?

Mr J.H.D. DAY: I am advised that part 2 will come into operation within a month or two of this bill passing through both houses. Part 2 is fairly straightforward to put into effect. However, part 3 is somewhat more complex because it actually establishes the interlock scheme itself, which needs a longer period—approximately 12 months—because computer systems need to be modified and an accreditation scheme needs to be established for service providers. That administrative process needs to occur within that 12-month period. A range of administrative arrangements need to be put into place. I am sure that everybody would like to see that 12-month period shortened, if that is possible, so I am sure the department and the Office of Road Safety will take that on board. I am advised that the work that needs to be done has already commenced.

Departments are in a catch 22 situation. They cannot really do too much to put legislation into effect until it goes through both houses. We are getting to that point and work has started, and I am sure it will be expedited as much as reasonably possible. The member for Midland asked why section 2(b) of the Road Traffic (Administration) Act 2008 had not come into effect yet. I agree it does appear to be quite a long time since it was passed, presumably in 2009. The advice in the explanatory memorandum to this bill is that a suite of legislation will significantly reform and restructure all of the road traffic legislation in Western Australia. In addition to the act I have referred to, the other acts contained in that suite of legislation are the Road Traffic (Authorisation to Drive Act) Act 2008, the Road Traffic Act 2012 and the Road Traffic (Vehicles) Act 2012. It is necessary for those four acts to commence operations simultaneously.

Mrs M.H. Roberts: When is that going to happen—in about a year or something?

Mr J.H.D. DAY: I am advised April of next year. Substantial work has been done on an extensive list of supporting regulations and consequential regulations. I understand it is a complete rewrite of the whole system. For better or worse that is taking some considerable time, but April 2015 is the expected commencement time.

Mrs M.H. ROBERTS: I thank the minister for that explanation. I understand that computer systems will need to be modified and this will take some time, but I am disappointed to learn that it may take 12 months from the time this legislation becomes law. I also appreciate that the accreditation scheme for the service providers needs to be established and that will take time. However, I point out that the Labor Party has supported the principle of this legislation for a very long time, and has been calling upon the government to introduce it. This issue has bipartisan support, so there is no doubt that this legislation will pass through both houses of Parliament. The only stop on that is if the government chooses not to bring it on for debate in the other place. The ball is completely in the government's court. There is no doubt or dispute that this legislation will pass. The opposition and the community have been calling for this legislation. The Labor and Liberal Parties support this bill. I am not aware of anyone who does not support it. Frankly, if other parties did not support it, it would not matter as the numbers are there in support of the legislation. I might say to the minister that it is prudent not to take the Parliament for granted, and the department should be working on the earliest possible implementation of the provisions of this scheme.

What are the costs associated with modifying the computer systems? Do we have any idea of the quantum of the cost? Was money allocated in the 2014–15 state budget for the adjustments that need to be made to computer systems; and, if so, how much money has been allocated for that purpose? Similarly, with the accreditation scheme for service providers, have service providers been identified; and, if so, who? Have any contracts been entered into with any computer experts or consultants for modifications to the computer systems or will all that

work be done in-house? Has any expression of interest or similar process been gone into to establish the accreditation scheme? Basically, what work has the department done, if any? Will all the work commence once the legislation has gone through the upper house or will it not commence until such time as part 1 receives royal assent?

Mr J.H.D. DAY: I take the member's point about the time taken to get to this point and like the member I hope that the bill goes through the other place before the end of this year; however, that is out of our control in this place. The Council has somewhat of a backlog of legislation, but as there is cooperation from non-government members in the other place in a range of legislation, I do not see any good reason why this cannot go through before the end of the year; but I have no doubt there will be other ministers who argue that there are other significant priorities as well. Work has commenced on the changes necessary to the computer systems. Scoping is in progress. Most of the work is being done in-house at the moment, and \$1.54 million has been allocated in the current financial year for the Department of Transport and also \$227 000 for alcohol assessment and treatment. The scheme will not get underway in the current financial year, and I was going to say that it would appear that maybe there would not be the need for that expenditure of \$227 000 in the current financial year; however, I am advised that it is for salaries for staff in the Western Australian Alcohol and Drug Authority, as it is currently called, to start developing the scheme.

Mrs M.H. Roberts: If can I inquire, by way of interjection, is that \$227 000 and \$1.54 million provided out of the road trauma trust fund?

Mr J.H.D. DAY: I am advised that \$1.54 million is from the road trauma trust fund and \$227 000 is from the consolidated fund more generally.

Mrs M.H. ROBERTS: The minister said that most of the work on the accreditation process is being done in-house. I also asked whether service providers had been identified; and, if so, are they existing service providers or, if they have not been identified, how they will be identified and what process is involved? The minister also said that most of the computer system work is being done in-house. I am trying to remember what other questions I asked previously that the minister has not answered.

While I am on my feet, I refer to the regulations yet to come into operation under the Road Traffic (Administration) Act 2008 and the Road Traffic (Authorisation to Drive) Act 2008. We are told regulations are being developed. When will those regulations be fully developed? Are they waiting for the passage of this Road Traffic Amendment (Alcohol Interlocks and Other Matters) Bill or will they be complete commensurate with the passage of the bill through the upper house? Is it likely to fit that timetable? Are those regulations available for the opposition or the public to see in either draft or final form? If they are not, are they likely to be; and, if so, when?

Mr J.H.D. DAY: In relation to service providers being identified, I am advised that Department of Transport representatives will soon meet with the three possible providers in the state to discuss the accreditation process and that three companies are eager to be involved in this scheme. Contract documents are being finalised within the Department of Transport in relation to engaging the providers. Obviously, that cannot be complete until the legislation has passed through Parliament, but I am advised that it is well underway and, I expect, should be finalised not too far into 2015. The regulations I referred to earlier are not publicly available yet, obviously. A consultation process is underway with the relevant stakeholders within government as each draft is received, so that will be across government. If the opposition would like a briefing on the process or the content of the regulations, we would be happy to provide that. The regulations themselves are not complete at this stage.

Mrs M.H. ROBERTS: The minister just advised that the Department of Transport was meeting with three possible providers. How have those providers been identified? Was there an advertising process for people to put up their hand or have these providers contacted the Department of Transport or relevant government agencies and nominated themselves? The minister also said that contract documents are being finalised. I assume those documents are general in nature, not contracts being written up specifically for one particular party. I am interested to know also whether the minister will select a limited number of providers or whether the potential exists for all three of these providers to be accredited or if, indeed, a fourth, fifth or sixth provider is to emerge, they can be accredited as well. Have any of these providers signalled that they would want to provide a service in regional areas?

Mr J.H.D. DAY: I should clarify what I said earlier about the funding. The \$227 000 for alcohol assessment and treatment has not been called upon so far. It is allocated in the current financial year but it may not be needed until later next calendar year, presumably. It seems that may be rolled over.

Mrs M.H. Roberts: Do you mean in the next financial year because you said it had been allocated for this financial year?

Mr J.H.D. DAY: Yes; possibly later next calendar year. In relation to the potential contract documentation, no specific agreements have been reached at this stage. The documentation, which is being drawn up, is general in

nature at the moment. It relates to the accreditation process and criteria that will need to be met. I am advised that there are three well-established companies in this area but there will be an expression-of-interest process in some way during next year. If other providers meet the requirements of the accreditation process, they will be included. There is no intention to limit this in an artificial way. The only limitations will be whether the potential providers meet the accreditation criteria. If there are more than three, that will be a good thing. In relation to more remote parts of the state and regional areas, I am advised that from the discussions held so far, there is quite a degree of confidence that the services will be available in regional areas. I mentioned last night the trial that was in operation in Roebourne.

Mrs M.H. Roberts: I had a briefing on that in August.

Mr J.H.D. DAY: It was one of the three providers who were providing the service there so that is a positive indication, I think, of interest in providing these services outside the south west part of the state. I understand also that the larger providers will have the ability, if they have appropriate arrangements in place, to subcontract to other appropriately skilled people within smaller regional centres or rural centres where necessary.

Mr P. PAPALIA: I am interested to explore that matter a little further. The minister indicated there are some providers outside the city and suggested one in Roebourne is an indication that regional areas are covered.

Mr J.H.D. Day: That was a trial.

Mr P. PAPALIA: The distance of 150 kilometres is not very great, and that is the radius within which the service will be provided and therefore people will have an option to have interlocks as an intervention. Will service providers be in remote locations? If not, what work has been done to identify the number and therefore the percentage of potential offenders for this service who might be subjected to this control mechanism? Do we know where they are located and how many are in remote localities further than 150 kilometres from a service provider and, therefore, may be excluded? Do we know how many will be excluded through that criteria alone?

Mr J.H.D. DAY: It is expected that there will be coverage of at least 90 per cent of the population of the state. That has been the experience in Queensland, as I mentioned last night. There have been some discussions with potential providers, and they are confident that most areas can be covered. It may be more difficult in the really remote parts of the state, such as the far north and so on. As I mentioned last night, anybody who lives more than 150 kilometres from an approved provider will be exempt from the scheme. Assuming that they can establish their bona fides about their residence, they will not be required to be included within the scheme. That is the intention. However, that will be only a small number of people. We expect that coverage will be provided, particularly nearer the large or medium-sized population centres. The department has a map of where existing offenders live—that is, those people who would be caught subject to the provisions of this scheme—and I understand that that has been discussed with potential providers. There is a reasonable degree of confidence that at least 90 per cent of people in the state will be covered.

Mr P. PAPALIA: That is my concern; 90 per cent of the population of the state might exclude the 3.8 per cent of the population of the state who are Aboriginal and represent 40 per cent of the prison population. I am more concerned about the percentage of offenders for whom this may be an option but who will be excluded. If we have a map that shows where they currently live, how many of those people are within 150 kilometres of one of these service providers?

The DEPUTY SPEAKER: Member for Warnbro, we are on clause 2, which deals with the commencement of the bill.

Mr P. PAPALIA: I know, but the legislation does not provide an opportunity to discuss service providers. I have had a quick scan of the legislation and I did not see any clauses that more specifically address service providers. It is a key component of our concerns with this legislation.

Mrs M.H. Roberts: Whether you have a service provider determines when the act can commence. Until you have got everything lined up, you can't do it.

Mr P. PAPALIA: I want to know whether the department has conducted the background work necessary to ensure that this will work. It does not reassure me to be told that people who live outside the 150-kilometre limit will be excluded from this scheme; that is not a good thing. In that way, they will be excluded from having the option of having a driver's licence, so they will drive without a driver's licence, get caught and go to prison. I am keen to find out the mechanism for this to be implemented and what work has been done to identify that this will catch the majority of people who are of concern.

Mr J.H.D. DAY: I think the member may be suggesting that people who live outside the 150-kilometre limit will not be able to commence driving again after the period of disqualification. Is that what he is suggesting? Just to make it clear, that is not the case.

Mr P. Papalia: The legislation is intended to provide them with the opportunity to have an alcohol interlock so that they can start driving in accordance with the legislation. If they are not eligible for that particular process,

they will be excluded from it, so they will either drive illegally and get caught or be prevented from driving for a longer period than they might otherwise have been.

Mr J.H.D. DAY: No, that is not the case. People in that situation will be subject to the existing law; and, if they are disqualified from driving for a certain period, obviously that will apply. If they live outside the 150-kilometre limit, their licence may be returned at the end of the disqualification period and they will not be required to have an alcohol interlock device, whereas this legislation will enable people in the majority of the state to be required to have an alcohol interlock device when they get their licence back. I agree that it is not the perfect solution. The perfect solution would be to capture everybody in the state. I am sure that, as time goes on, if practical ways are found to ensure that people in, for example, remote Aboriginal communities, whom I think the member largely has in mind, will be included, we can make changes, and that can be done through changes to regulations.

Mrs M.H. Roberts: The point that the member is really making is that a magistrate might be inclined to give someone a provisional licence if they know that there is the option of requiring an alcohol interlock device as part of that provisional licence. Our point is that they may in fact be able to drive again sooner if they can avail themselves of that opportunity, because the magistrate might be more inclined to let them drive if they know they can put this restriction on the provisional licence.

Mr J.H.D. DAY: It will be the case that these devices can be installed voluntarily, as long as they are paid for in some way; the device might be paid for by the community, an Aboriginal corporation or the individual. Voluntary participation is always possible. Discussions are being undertaken between elders in Aboriginal communities and the Office of Road Safety and the Department of Aboriginal Affairs about how the scheme may be implemented in those areas. A reasonable effort is being made to try to ensure that people in remote Aboriginal communities can be included somehow. Unfortunately, we need to be realistic about the vast distances in Western Australia and the substantial remoteness of some communities. I think what has been put forward at this stage is at least a reasonable first step, but it does not mean to say that things cannot change in the future. As I said, discussions are going on at the moment with Aboriginal communities and the Department of Aboriginal Affairs.

Mr P. PAPALIA: I again ask the question about what work has been done to identify the number of potential offenders who would be required to have an alcohol interlock system, regardless of whether they live within the 150-kilometre limit. How many people who are the type of offender we are talking about live in those remote communities and therefore would be likely not to be included in the scheme just because of that provision?

Mr J.H.D. DAY: We do not have that information at the moment. We can endeavour to obtain it. We cannot give an absolute commitment, but if that information is available, we will seek to obtain it. In relation to the relevance, as has been pointed out, we are on clause 2. There are other opportunities to raise these issues later in the bill, particularly under clause 17, which deals with the regulations for the interlock scheme. We may not be able to get that information today at least, but we may be able to provide it before next week, if we are still debating the bill next week. We will do our best to get it, if possible.

Mr P. PAPALIA: I thank the minister. I will not labour the point too much, but I believe it is a vital bit of information. Essentially, it will indicate the likelihood of any positive impact that the legislation will have. A large number of people will be captured in the coverage area, but a number unknown to us at this moment will not be, purely because of the geographical challenge of rolling out the system. That would be interesting to know. It would also be interesting to know the proportion of overall offenders of this nature that that number of people represents. I thought that aspect would have been looked at. I am pretty certain that the acting minister would be able to provide that information without too much difficulty. If he has a map of where they all live, he would have an idea of which areas would be beyond the scope of the service provider. He would then be able to say what the number is and the proportion of the overall number that we are looking at, and that they therefore represent—I do not know—three per cent, two per cent or whatever of the overall intended target audience. We would then have a better idea of how many are likely to be not even covered.

I recently did some research on incarceration rates for minor offenders and the different nature of offences that result in people going to prison, and how that results in a disproportionate representation in our prison population of women, Aboriginal people and economically disadvantaged people. I am getting the sense that in recent times a number of decisions have been made—perhaps with good intentions—that have resulted in completely unexpected outcomes.

The DEPUTY SPEAKER: Member for Warnbro, I really would like you to link this to the commencement.

Mr P. PAPALIA: I am about to sit down.

The DEPUTY SPEAKER: The minister has indicated that there is a further clause on which you can pursue this.

Mr P. PAPALIA: That is right. Actually, I looked at clause 17. I do not think it is any more relevant than the current clause for discussion of service provision.

Mr J.H.D. Day: At least it refers to interlocks.

The DEPUTY SPEAKER: Yes; so can you confine yourself to the commencement, please—clause 2.

Mr P. PAPALIA: Yes. The consideration in detail stage is an opportunity to pass some messages to the people who drafted this legislation and this legislative change and let them know if they have not made some considerations, as it is not the minister's own portfolio. I know that he is acting as the minister, but he may well not be as familiar with it as he is with some of his other portfolios.

The DEPUTY SPEAKER: Member for Warnbro, consideration in detail is to consider clauses in detail —

Mr P. PAPALIA: So I think it is a worthwhile process to suggest to people that if they have not looked at some —

The DEPUTY SPEAKER: Please do not speak over the top of me; thank you.

Mr P. PAPALIA: Okay.

The DEPUTY SPEAKER: In consideration in detail we are talking about clause 2, which is the commencement of the act. It is not an opportunity to send a message to the department; it is an opportunity to explore that particular clause. If you can link your remarks to the commencement, I would appreciate it.

Mr P. PAPALIA: Okay. Before the government commences a bill, it should know on whom it is going to impact and the exact number of people it is intended to impact. It should know whether it will be effective, whether it will waste taxpayers' dollars, whether it will impose an additional burden on the prison system and whether it will impose an additional negative consequence on the remote communities of this state, as has been done in recent years through lack of forethought on behalf of the government and departments that advise it.

Mr J.H.D. DAY: I will make a brief response. The total number of people expected to be included in the scheme as it stands at the moment is approximately 4 600 in the first year. The department has a reasonable amount of information about where people live. It does not necessarily have complete information, particularly about remote areas. However, as I explained earlier, the intention is to get the scheme underway covering most of the state, and to then develop it further as either technology or service provision and training of appropriate people is undertaken so that, hopefully, 100 per cent of the state will be covered. It is not as though this will be a static, unchanging scheme. A lot is included within the regulations, which are much easier to amend, of course. Also, as experience assists and other changes occur, the scheme will be modified to make it as relevant as possible to everyone in the state.

Ms M.M. QUIRK: I, too, want to ask about clause 2(2). I think the minister answered questions from the member for Midland, and I am sorry I was absent from the chamber, but what needs to be done before the rest of the act can effectively come into force?

Mr J.H.D. DAY: I presume the member means the Road Traffic (Administration) Act 2008, as listed in subclause (2).

Ms M.M. Quirk: Subclause (2) and the rest of it, yes.

Mr J.H.D. DAY: As I mentioned earlier, four acts need to come into operation simultaneously and a large number of regulations have to be drafted. That is well underway, and it is expected that the act referred to in subclause (2), as I mentioned earlier, will come into operation in April next year. It is a little later than expected. Just to clarify that, is the member talking about when this new act will come into operation?

Ms M.M. Quirk: Yes.

Mr J.H.D. DAY: Okay. As I also mentioned earlier, it will take about another 12 months, we expect, after it has completed passage through both houses. Even if it does not go through the Council until next year, I think the work can be substantially completed. Regulations have in fact been drafted and a lot of work has already been done. As I mentioned earlier, clause 2(2) of this bill will come into operation within one to two months of passage through Parliament, but the rest of it will take about 12 months.

Ms M.M. QUIRK: In addition to the legislative requirements and the drafting that has to be undertaken, what administrative steps need to be taken, including, for example, negotiating the contracts prior to being able to commence the scheme?

Mr J.H.D. DAY: There are three aspects really. One is appropriate programming of the computer systems, and, as I mentioned earlier, scoping work has commenced for that to be completed; an accreditation process needs to be finalised for service providers; and a range of administrative activities need to occur, such as the finalisation of forms and training of providers, and there needs to be a public education campaign for those who will be potentially affected by this legislation. All those things need to occur, and that would be during 2015.

Ms M.M. QUIRK: I walked into the chamber as the minister was talking to my colleague the member for Midland about this, but have tenders been let for providers; and does the minister contemplate that there is likely to be more than one?

Mr J.H.D. DAY: To repeat what I said earlier, we certainly expect there to be more than one. There are three well-established companies at the moment. Service providers will need to meet the accreditation criteria. If there are eventually more than three, that will be a good thing, but at this stage we expect there to be at least three. What was the other point? Was it about whether contracts had been completed?

Ms M.M. Quirk: It was about whether tenders had been let.

Mr J.H.D. DAY: No, tenders have not been let as yet, but some initial discussions with the potential providers have taken place, and there will be an expression of interest-type process during 2015 to see whether there is any other interest.

Ms M.M. QUIRK: As part of the tender process, is it the government's intention to give more favourable attention to those providers who can cover a wider area of the state and more of regional and remote Western Australia?

Mr J.H.D. DAY: This is not the same as the government engaging one particular provider or contractor to undertake a building project. The aim is to have as many service providers as are interested and who meet the accreditation criteria. We would certainly be keen to accredit providers who are interested in providing services in non-metropolitan parts of the state, obviously, but it will not be restricted to any particular one or two.

Ms M.M. QUIRK: I have one final question on this clause. Following on from what the member for Warnbro said, given that the government is proceeding with this legislation with the knowledge that it will not cover all the state and, therefore, that sentencing option will not be available to a number of people in remote and regional Western Australia, and we can see that probably most of those offenders will be Aboriginal by virtue of location, is this not a case of systemic racism? The government is penalising people by virtue of their race and having unequal opportunities and outcomes for Aboriginal and non-Aboriginal Western Australians.

Mr J.H.D. DAY: No. I do not accept that that is the case because it is not as though they are being discriminated against. In a sense, they are being discriminated in favour of, because people who live more than 150 kilometres from a service provider will not be required to participate in the scheme. In a sense, they get off more lightly, potentially. It is also important to realise that this is not a sentencing process. It is intended to be a process that puts a restriction on drivers' licences, and it will apply to all offenders equally across the state—clearly not on any racial basis. It will not apply if someone cannot reasonably access an interlock service provider.

As I also mentioned earlier, our aim is to expand the scheme across 100 per cent of the state as quickly as possible, but given the major challenges of geographical isolation and distances, I think it is much better to start with about 90 per cent of the state covered and then develop from there, rather than waiting until we can guarantee that we can cover 100 per cent of the state. As I mentioned earlier, people who live in such areas would still have their period of disqualification. They are no different from anybody else in that respect, but they would not be required to have an alcohol interlock device at the end of that period of disqualification as things stand, but, hopefully, things will develop further.

Mrs M.H. ROBERTS: I am interested in a couple of things the minister just said, and some of those statements reflected things that the minister said earlier. The minister said that people who live beyond that 150-kilometre range will not be required to be in the scheme, but he also said that they are not precluded from being in the scheme. To look at potential practical examples, let us say, for example, that there is an accredited service provider in Geraldton, and more than 150 kilometres away—maybe 200 or 250 kays away—is a town. A person who lives in that town could not be required to participate in the scheme, but they may want to avail themselves of the opportunity of being in the scheme. They may want to get an extraordinary licence, and they might think that their chance of getting an extraordinary licence before a magistrate could be greater if they were able to say that they were prepared to go to Geraldton and avail themselves of the opportunity to be part of the scheme, despite the fact that they live more than 150 kays away. They might say that they are prepared to take it upon themselves to travel once a month or once a fortnight from their town to Geraldton to have the authentication done on the equipment in the vehicle. I want to inquire about whether that scenario could exist. Someone could volunteer, as they might think it could be to their advantage to tell a magistrate that they are prepared to go to those lengths and to have the immobiliser installed at their own cost, and are prepared to travel more than 150 kilometres from where they live to Geraldton or some other major regional centre where there might be an accredited provider. That is one issue.

The second issue that has arisen from the minister's comments is that he has said people who live more than 150 kays from a provider might get off more lightly. On a couple of occasions in answer to the questions on this clause the minister has said that the scheme would not apply to them because they live more than 150 kilometres away, so in a sense they would get off more lightly as they would not be required to have an alcohol interlock device fitted. I wonder whether it is really the case that they will get off more lightly, because this bill creates

a range of new offences. Part 2 contains amendments to the Road Traffic Act that create offences. For example, clause 6, which inserts new section 63(1), states —

A person who drives or attempts to drive a motor vehicle —

- (a) while under the influence of alcohol to such an extent as to be incapable of having proper control of the vehicle;

It goes on. The offences created under proposed section 63(1) have to apply throughout the length and breadth of Western Australia. Those offences would not apply in that circumstance, I do not think. So that people can be clear about how the law will apply, what is the penalty for someone who has a second in excess of .05 driving offence within the prescribed time and who lives within the 150 kilometre limit and someone who does not? Someone who is living around Geraldton may already have an in excess of .05 offence, and they chalk up another in excess of .05 offence. What penalty applies to them and what penalty applies to someone living more than 150 kilometres from, in this case, Geraldton?

Mr J.H.D. DAY: There is no difference in the penalties that would apply under the Road Traffic Act or Road Traffic Code. It is exactly the same wherever people live. The only difference is that someone who lives more than 150 kilometres away from a service provider would not be required to have an interlock device. However, if they wished to, they could participate voluntarily or choose not to ask for an exemption from the coverage of the legislation. If they live 250 kilometres away and they are prepared to go into Geraldton or whatever the case may be, they would still be included in the scheme. That would be quite a sensible thing for some people to do, I think. If someone has a problem with drinking and driving on a repeated basis, it may be better for them to have this device in their car so that they are much less likely to commit a drink-driving offence in the future. They could still be covered by the scheme if they did not request an exemption. As I said, regardless of where people live, the penalties are the same.

The provisions in clause 4 do not establish new offences. This clause splits the offences to provide some differentiation between people who are under the influence of alcohol and then people under the influence of drugs are treated separately, so there can be a differentiation between putting into operation alcohol interlock devices.

Debate interrupted, pursuant to standing orders.

[Continued on page 7336.]

QUESTIONS WITHOUT NOTICE

IRON ORE EXPORT VOLUMES — PREMIER'S COMMENTS

790. Mr M. McGOWAN to the Premier:

I refer to the Premier's comments yesterday regarding BHP and Rio Tinto, and I quote —

I find it strange that the companies are seemingly acting in a concert way.

Effectively, the Premier is using parliamentary privilege to accuse these companies of collusion.

- (1) Where is the Premier's evidence to support this claim?
- (2) Will the Premier table all of his evidence?

Mr C.J. BARNETT replied:

- (1)–(2) At no stage did I use the words “collusion” or “cartel” or make any such accusation. The word “collusion” has been used in the media and the word “cartel” has been used by the member for Victoria Park.

Mr B.S. Wyatt: That is what you alleged.

Mr C.J. BARNETT: No, I did not. The *Hansard* will show the media reports—did I use the word collusion? No. Did I use the word cartel? No. Let us just be —

Several members interjected.

The SPEAKER: Members!

Mr C.J. BARNETT: It is a matter of fact that both of those companies are pushing record volumes of iron ore —

Mr B.S. Wyatt: You didn't even know how much they were exporting yesterday.

Mr C.J. BARNETT: I am telling you, it is record volumes.

Mr B.S. Wyatt interjected.

The SPEAKER: Member for Victoria Park, I call you to order for the first time.

Mr C.J. BARNETT: Both companies are pushing record volumes of iron ore —

Mr B.S. Wyatt interjected.

The SPEAKER: Member for Victoria Park, I call you to order for the second time.

Mr C.J. BARNETT: Both companies are pushing record volumes of iron ore into the world market at a time when there is an oversupply of iron ore and a lesser demand, or a slowdown in the growth of demand, from China, and so we have an oversupply situation with stockpiles and the like at steel mills. In that environment of a softening of demand, I do not think that it is good commercial policy to be pushing more iron ore at record rates into the market. That was my original comment and I stick by that. I also make the point that the Western Australian government, on behalf of the Western Australian people, is the owner of the iron ore. We do not just have a regulatory role; we have a direct commercial interest that that iron ore is sold at full price into the market. We derive a royalty, which is not a tax. A royalty is the price at which the government sells the iron ore to the company, so we have a direct commercial interest. I wonder whether the companies even thought about that when they embarked on this marketing strategy.

If the price of iron ore stays at its low level or falls further, there will be other Western Australian mining companies that will not doubt go into loss situations and may well, in the worst-case scenario, be forced to close with the loss of thousands of Western Australian jobs. The public interest test for the government is royalty income—our direct commercial interest, which not a tax—the status of smaller iron ore producers and the protection of jobs. They are the public policy issues. Members opposite may not like that I comment on public policy issues affecting this state; I always have and I always will. I am not saying that I am always right, but I will always stand up for Western Australia and its public interest.

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan, I call you to order for the first time.

Mr M. McGowan interjected.

Mr C.J. BARNETT: I think the question is to me, not to the Leader of the Opposition. If he wants to come over to this side of the chamber and ask himself a question, by all means do it!

Mr P.B. Watson interjected.

Mr C.J. BARNETT: I think I am being the adult in this debate.

Again, as I have said over the last couple of days, over the course of this decade, projects that are either under construction or committed to will double the iron ore production from this state. But we now have a period of very low prices—the lowest in five years. At this particular moment in time—however long it lasts—it is not a time to be pushing extra volumes into the market. I think from a commercial or business point of view that is a flawed policy and many commentators both here and around the world happen to have similar views. I think this debate has basically got a bit out of proportion—I concede that.

Mr B.S. Wyatt: Your language has been very inflammatory.

Mr C.J. BARNETT: I have not used words such as “collusion” or “cartel” —

Several members interjected.

Mr C.J. BARNETT: Mr Speaker, I am trying to answer the question, but I will refuse to if members opposite continue to interrupt.

The SPEAKER: Supplementary question.

Mr C.J. BARNETT: I have not finished.

Mr W.J. Johnston: Why did you sit down?

Several members interjected.

Mr C.J. BARNETT: Because the Speaker was speaking.

Mr D.J. Kelly interjected.

The SPEAKER: Member for Bassendean, I call you to order for the first time.

Mr C.J. BARNETT: I also made the point that historically there have been various agreements and arrangements—generally that have failed—between the two major iron ore producers. That is a matter of fact. It is also a matter of fact that as a former Minister for Resources; Development, and now as Premier, I have made public comments on those issues, and I think I was probably right given the way it turned out.

Mr P.B. Watson interjected.

The SPEAKER: Member for Albany, I call you to order for the first time.

Mr C.J. BARNETT: I do not need to restate that. In the 1990s, the companies assumed that they could merge, but they could not merge without the approval of the Western Australian government. Every commentator in Australia who did not know that, misunderstood it, including the companies. But it was clear and it has always been the case.

Ms R. Saffioti: You were ahead of the game.

Mr C.J. BARNETT: Well, I was correct.

Ms R. Saffioti: Of course, you are.

Mr C.J. BARNETT: I thank the member for acknowledging that.

I used the term “in concert”. Some may have read more into that than was intended. I did not imply that they were behaving in any collusive way—I never used that word.

Mr P.B. Watson: You are rewriting history again.

Mr C.J. BARNETT: No, I am not. I am saying that both companies are employing a sales policy that is all but identical, and in that sense it is in concert. The companies are not behaving, as some have suggested, in a collusive way. They are fierce competitors in the marketplace and they have been for three decades, but they are employing a very similar policy—probably for their own reasons but maybe for the same reasons—that I think is damaging to the Western Australian economy, to the iron ore industry, to the small iron ore producers and to the people who they employ. That is why I take a public stand on behalf of Western Australia.

IRON ORE EXPORT VOLUMES — PREMIER’S COMMENTS

791. Mr M. McGOWAN to the Premier:

I have a supplementary question. How is it helping Western Australia to attack our two biggest exporters and to support exporters of iron ore from Brazil, Africa and Central Asia?

Mr C.J. BARNETT replied:

I do not think there are any from Africa. Bear in mind —

Mr M. McGowan interjected.

Mr C.J. BARNETT: The Leader of the Opposition can answer his own question if he wants too.

The SPEAKER: Leader of the Opposition!

Mr C.J. BARNETT: Where did this issue first come from? It was when the companies—or at least one of them—went out and boasted about their strategy in the marketplace.

Mr B.S. Wyatt: You were there with him, smiling—remember.

Mr C.J. BARNETT: No, not Nammuldi.

The companies—or at least one of them—in the last week or so, have gone out to investors and publicly boasted about their strategy of increasing production and lowering price.

Several members interjected.

Mr C.J. BARNETT: Increasing production—I think I am correct in that. I think it was reported. The company went out and boasted about increasing —

Mr W.J. Johnston: That is not true. It is just not true.

Mr C.J. BARNETT: It is true.

The SPEAKER: Member for Cannington!

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington, I call you to order for the first time.

Mr C.J. BARNETT: The Treasurer, a very knowledgeable man, has just confirmed that what I said is true.

Several members interjected.

The SPEAKER: Members!

Mr C.J. BARNETT: Mr Speaker —

Mrs M.H. Roberts: That’s an independent source, isn’t it?

Mr C.J. BARNETT: I knew it was true, but it was reported. One of the companies went out and boasted to the investment community that its strategy was to increase production, lower price and increase market share by implication.

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington, I call you to order for the second time.

Mr C.J. BARNETT: The strategy was to sell more iron ore, bring the price down and increase market share. I think that is a flawed strategy. The company boasted about that; that is where the debate began. When asked questions, first by the media and then in this house, I answered them honestly and truthfully.

SYNERGY — PREMIER COAL SUPPLY AGREEMENT

792. **MR N.W. MORTON to the Minister for Energy:**

Could the minister provide further information to the house on how the Liberal–National government has supported Synergy in its attempts to ensure a sustainable coal supply agreement with Premier Coal?

Dr M.D. NAHAN replied:

I thank the member for that very important question. Coal is important to the state; it provides about 40 per cent of our electricity consumption in the south west. Coal has been a longstanding major supply of fuel to the electricity industry, and it all comes from Collie.

Back in 2004, the old coal supply contract was coming up for renewal. Western Power at the time bought energy from two players—Griffin and Premier Coal. Western Power at the time, with the support of the then government, agreed to change that; that is, it sought a new coal supply agreement and set up the two companies to compete with each other. Subsequently, the government signed an agreement with Premier Coal, owned then by Wesfarmers, to buy coal exclusively from Premier Coal and not from Griffin Energy. That is an important point. The government got a very good price—no doubt about it—a substantial reduction in price. To give members an indication, it came into effect in 2010, the old contract was up to 2010, the price that Verve Energy was buying coal under the old contract was at the end, the last purchase price, in the vicinity of \$100 a tonne. The contract signed with the Premier was less than 40 per cent of that price.

Almost immediately, even before the contract started producing coal in 2010, the owner, Wesfarmers, came to Verve at that time and started to say that it was under the water and that the prices were too low. As we now know, Wesfarmers sold it to a firm owned by Yancoal, a Chinese firm, and it now runs Premier Coal. I do not know how it sold it, but it did; it got just south of \$300 million for that facility. Soon after purchasing it in December 2011, Yancoal came to Verve and said that the price was too low and that we had to do something. It had been coming back and over. A year ago, 2013, Premier Coal, with the support of its parent, came to Verve Energy at that time—soon to be Synergy—and said that the price is too low and if it continued at that price, the company would probably go into receivership. With the support of the parent company, Synergy has been negotiating with Premier Coal. I must say, Premier Coal is a well-run, professionally managed operation, and is committed to the coalfields. That is what we want. One of the problems that we have had is the large number of changes of ownership, causing risk and uncertainty to not only the coalfields and the employer, but also the electricity firm.

As I announced yesterday, Synergy has renewed, altered and renegotiated that contract, which includes an uplift of the price. It also procured a number of other aspects of the contract to ensure that it has better rights, particularly in case the operation goes into receivership. I might add that the uplift is nowhere near what Premier Coal wants. Even with the uplift, Premier Coal is struggling to make an operating return. It has to carry out substantial reforms, including investment in additional capacity and additional opening of new seams if it is to remain viable, so it was a hard bargain.

I might add that I have been criticised by people opposite about not reopening the contract completely—that is, to allow other parties to bid. That would be a breach of contract. The contract signed by the Labor Party gave exclusivity to Premier Coal; that is, Synergy and Verve have to buy all their coal from Premier Coal. We are doing nothing more than renegotiating an existing contract signed by the Labor Party. The idea to open it up to other bidders would be a violation of the contract and, no doubt, it would lead to penalties if we did that.

The SPEAKER: Minister, can you start winding the answer up, please.

Dr M.D. NAHAN: We have also renegotiated the contract so that it has confidentiality clauses in it, and we are adhering to that as per the existing contract. Again, people opposite have criticised me for not being completely open about all the details. All I can say to them is to go back to what the then energy minister, Alan Carpenter, and the then Premier, Geoff Gallop, stated when they announced the contract—that the details are confidential, just like all fuel contracts we have.

IRON ORE EXPORT VOLUMES — PREMIER'S COMMENTS

793. **Mr B.S. WYATT to the Premier:**

I refer to the Premier's comments yesterday under parliamentary privilege that BHP and Rio Tinto were seemingly acting in a "concert way" over iron ore prices and to his backtracking today in which he is trying to

con people into believing that he did not mean to suggest that. If we are to believe that the Premier did not mean to suggest that those companies were acting in a concerted way, why did he also say yesterday, “I tell you what. If I was sitting around a board table in one of those companies, I’d be pretty nervous about what the World Trade Organization and the European regulators would be thinking of this”?

Mr C.J. BARNETT replied:

Yes, I would be.

Mr B.S. Wyatt interjected.

The SPEAKER: Member for Victoria Park, you have asked your question; let the Premier answer it.

Mr C.J. BARNETT: I have got four words out so far. The marketing sales strategy is in concert.

Mr B.S. Wyatt interjected.

The SPEAKER: Member for Victoria Park!

Mr C.J. BARNETT: I am not suggesting collusive behaviour; I am not suggesting improper behaviour.

Mr M. McGowan: Yes, you are.

Mr C.J. BARNETT: No, I am not. They have virtually identical marketing strategies. It is in parallel.

Mrs M.H. Roberts interjected.

The SPEAKER: Member for Midland!

Mr C.J. BARNETT: I am attempting to be very forthcoming in my answers, but I do not think members opposite have much experience in international regulation.

Several members interjected.

Mr C.J. BARNETT: There is no point, Mr Speaker.

The SPEAKER: Members! Member for Midland, I call you to order for the first time.

Mr P.B. Watson interjected.

The SPEAKER: Member for Albany, I call you to order for the second time.

Mr C.J. BARNETT: Back in 2009, the two companies had what on the surface would seem to be a reasonably logical proposal to simply share infrastructure in the Pilbara. Governments have been saying that we should be sharing rail lines, powerlines and the rest of it. In terms of lowering the cost of production and improving competitiveness, a sharing of infrastructure in the Pilbara sounds pretty sensible. As soon as that got to the European Union, it was clear that the European Union regulators were not going to allow that in terms of their market, so the standard, if you like, or the rigor, of international competition policy is far more stringent than applies within Australia—the European Union, the American regulators, and the like. That is why I make the comment that people sitting around the boardroom need to be very conscious of regulators. They went into a tizz in 2009 because they thought they were doing something pretty straightforward but the approach of the global regulators was very different and probably very different than would have applied in Australia. Do a little bit of homework on international commodity trade and members opposite will come to a different conclusion.

IRON ORE EXPORT VOLUMES — PREMIER’S COMMENTS

794. Mr B.S. WYATT to the Premier:

I have a supplementary question. In light of those comments, has the Premier referred any of his concerns to any regulator in the world or Australia?

Mr C.J. BARNETT replied:

Why would I?

Mr B.S. Wyatt: Because you’re making allegations.

Mr C.J. BARNETT: I am not the person talking about cartels, as the member for Victoria Park is. I am not talking about collusion.

Mr B.S. Wyatt: That is what you said.

Mr C.J. BARNETT: I did not use the word “cartel”.

Mr B.S. Wyatt interjected.

The SPEAKER: Member for Victoria Park, you are on two calls.

Mr C.J. BARNETT: In any case, I have made the point about the interests of Western Australia in terms of the broader global and state-based iron ore industry, particularly with reference to the juniors. I have made reference to the impact of this on the finances of Western Australia, and this state government has been incredibly supportive of the iron ore industry, in all sorts of ways. That is the point. I place on the public record, in response to questions, my view of the interests of Western Australia—the Western Australian taxpayer, the Western Australian consumer, and the Western Australian government, because we are a player in this. The iron ore belongs to us, and we have a commercial interest. That is what I have done; I have done it previously in my career, and I will no doubt probably do it at some time in the future. That is quite proper, and, as I said before, I doubt that the companies even thought of that, or the implications. I doubt it crossed their minds.

Ms R. Saffioti interjected.

Mr C.J. BARNETT: The member is making comments about colluding; I am not.

Ms R. Saffioti interjected.

The SPEAKER: Member for West Swan, I call you to order for the second time.

Mr C.J. BARNETT: I stated a public position as Premier —

Mr M. McGowan interjected.

Mr C.J. BARNETT: Mr Speaker —

The SPEAKER: Leader of the Opposition!

Mr C.J. BARNETT: I am actually standing up for the smaller companies, the workers and the finances of this state—something we know that the Leader of the Opposition would never, ever do. There is only one party here that is standing up for the small miners—this party. We are doing it for the 100 000 people who work in our mining industry.

I am not making accusations of collusion or anything else.

Mr B.S. Wyatt interjected.

The SPEAKER: Member for Victoria Park!

Mr C.J. BARNETT: I have made very clear that the two policies are in concert. They are parallel; there is no doubt about that. I have, if you like, stated the public position of the Western Australian government and I have fired a shot across the bows of the two companies, and prices have jumped up three or four dollars already.

Several members interjected.

The SPEAKER: Members, that question is finished! Member for Balcatta.

EBOLA VIRUS

795. **Mr C.D. HATTON to the Minister for Health:**

There is ongoing media coverage about the spread of the Ebola virus. Can the minister update the house on what measures are in place —

Mr P. Papalia interjected.

The SPEAKER: Member for Warnbro! Repeat the question, member.

Mr C.D. HATTON: There is ongoing media coverage about the spread of the Ebola virus. Can the minister update the house on what measures are in place to prevent the Ebola virus spreading to Western Australia and how our health system will respond if a case is diagnosed?

Dr K.D. HAMES replied:

I thank the member for the question, and I take this opportunity to update the house on a briefing I received, along with all the other state health ministers, from the commonwealth Chief Medical Officer, Professor Chris Baggoley, about the international and Australian efforts in guarding against the spread of Ebola. There have been outbreaks of Ebola over a long period of time, but in the past it has always been confined to countries within the continent of Africa. The latest outbreak of the Ebola virus is the most widespread we have ever seen, and there is extreme concern that it may spread to Western Australia. Our chief medical officers and all health officers in our state are working very hard to make sure that all the necessary protocols are in place.

To provide members with a bit of background on Ebola, it is what is known as a viral haemorrhagic fever; the virus causes a breakdown of blood cells and haemorrhage.

Mr Speaker, I only just started!

The SPEAKER: I know. Just give us the short version, please!

Dr K.D. HAMES: Well may you say that, Mr Speaker, but a lot of these people are coming from Africa to visit. I do not know whether any of them might be coming to visit you —

The SPEAKER: I came back yesterday, minister!

Dr K.D. HAMES: — but it is very important to know what Ebola does.

The critical thing is that it is very difficult to contract the Ebola virus; it has to be through close body contact, so the most at-risk are family members and health staff looking after affected patients. It cannot be caught in the very early stages, when the virus is still spreading throughout the body; there have to be active symptoms, such as fever, before it is spreadable. In fact, the further one gets into the illness, the more likely one is of spreading the disease. It is a very dangerous virus in that about 50 per cent of people who catch it will die. I hope I am not noticing a sore throat on your part, Mr Speaker!

We have done things in the past that have helped, largely around the SARS virus. Through the Department of Health in the time of the previous Labor governments, 2000–2008, the Royal Flying Doctor Service had some pods created that allow for isolated transport within planes. There are two of them. Originally they were both in Western Australia but we recently loaned one to Queensland. In the end, Queensland did not need it, but that is where the second one presently is. St John Ambulance also has special vehicles for transporting patients in isolation to prevent the spread of disease.

In respect of the letter written to me by the member for Mirrabooka, I raised with Professor Baggoley the question of why we were not doing more individually overseas, and his response was that that had been discussed at the international forum and the request was largely for support from people who are already available to do that work. They did not want lots of people from other countries going over there.

Ms J.M. Freeman interjected.

Dr K.D. HAMES: I am just telling the member what I did and what the answer was; that was the answer. I will not refer to the member's good letter anymore; she has done it now!

This is something that is of international concern and we certainly have lots of doctors and health staff who would be prepared to go, but the request for now is that we do not do that and that we provide financial support and coordination support, which is what we are doing.

IRON ORE EXPORT VOLUMES — PREMIER'S COMMENTS

796. Mr W.J. JOHNSTON to the Minister for Mines and Petroleum:

I refer to the Premier's comments today during question time that he believed that BHP Billiton and Rio Tinto were acting in concert, and statements from the Chamber of Minerals and Energy of Western Australia to the effect that Western Australian iron ore producers are meeting current demand in the world market.

- (1) Has the minister or his department been advised of any evidence of collusion between BHP Billiton and Rio Tinto?
- (2) Has the minister or his department been advised of any evidence of miners flooding the iron ore market?

Mr W.R. MARMION replied:

That is a strange question from the member for Cannington.

- (1)–(2) My role as Minister for Mines and Petroleum is to regulate the industry, which includes iron ore. Indeed, as the Premier has already mentioned in answers to two questions this afternoon, the state owns the minerals, and we obviously have some duty of care to the people of Western Australia to make sure that we get good value for them. I think the Premier has been very generous in his response to the two questions that have been asked by the opposition already this afternoon, and I think the Premier is perfectly right to make the comment that we have to be careful about what price we as Western Australians get for our commodities.

IRON ORE EXPORT VOLUMES — PREMIER'S COMMENTS

797. Mr W.J. JOHNSTON to the Minister for Mines and Petroleum:

I have a supplementary question. Does the minister agree with the Chamber of Minerals and Energy of Western Australia that Western Australian iron ore exporters are price-takers and not price-makers?

Mr W.R. MARMION replied:

I have not heard that comment from the Chamber of Minerals and Energy. In relation to my interaction with the Chamber of Minerals and Energy on the subject of iron ore, it has made a submission in relation to the royalty rate for iron ore.

Several members interjected.

Mr W.R. MARMION: I am answering the question in relation to my interaction with the Chamber of Minerals and Energy on issues that it has talked to me about. It has not raised with me any of the issues that the member has raised, and I will sit down if he likes.

CYCLING — RIDE TO WORK DAY

798. Mrs G.J. GODFREY to the Minister for Transport:

Today is Ride to Work Day. Would the Minister for Transport provide an update to the house on the Barnett government's commitment to cycling?

Mr D.C. NALDER replied:

Today I participated in Ride to Work Day, and I would like to acknowledge other members of the house who were there with me in lycra this morning; I am sure that everyone is happy that we are no longer in our lycra!

The SPEAKER: Very happy, minister!

Mr D.C. NALDER: Thank you; I will not go on about that!

It is a very important day to acknowledge cycling in Western Australia. What is this government doing? The government is doing a considerable number of things; and I really appreciate the member for Belmont's question. In March of this year I released the final "Western Australian Bicycle Network Plan 2014–2031". The aim of the plan is to make WA a place where cycling is safe, connected, convenient, and a widely accepted form of transport.

Mr C.J. Tallentire: Can you tell the Premier to stop attacking cyclists?

The SPEAKER: Member for Gosnells, I have called you once. I am not going to call you twice. I do not want any more noise while the minister is answering the question.

Mr D.C. NALDER: We want to make sure that cycling is a widely accepted form of transport. We want to double the number of cycling trips within five years. Over 400 000 Western Australians cycle on a weekly basis—close to 22 per cent of the population. Thirty per cent cycle on at least a monthly basis. Given the population growth of this state and the increased percentages, it shows that it is growing rapidly and therefore requires government to look at the infrastructure it provides to ensure that everybody can cycle safely to and from work.

Over the 2014–15 and 2017–18 periods, the government has committed \$100 million to cycling infrastructure. There are over 180 kilometres of cyclepaths currently available to cyclists throughout the state. Some of the designed projects have commenced and some have recently been completed. For this year, the projects include Kwinana Freeway. I ride on it. I know that most people I speak to are quite happy —

Mr C.J. Tallentire: How many new kilometres? That was just maintenance work.

The SPEAKER: Member for Gosnells, I call you to order for the second time. If you want to ask a question, put your name down.

Mr D.C. NALDER: I am listing the number of projects that are underway, commenced or being completed. That one has been completed. It was important. Some major work was required around the Mill Point Road exit that made it unsafe for cyclists. Along the Perth–Midland rail line, which is from Bassendean station to Success Hill station, a new path is to commence shortly, member for Gosnells. Along the Kwinana Freeway, there is a new path from Scandrett Way to London Way, member for Gosnells. Along the Mitchell Freeway, there is a new path from Erindale Road to Balcatta Road, member for Gosnells. That is all for this year.

The member for Belmont asked about projects for 2015. Paths are being undertaken at Belmont. Member for Forrestfield, there is 21 kilometres of new path as part of the Gateway project. Every time we build a new road project we will put new bike paths in. In 2015, we have the Perth–Midland rail line, which is Guildford station to Morrison Road. That is a new path, member for Gosnells. On the Perth–Fremantle rail line, there is Loch Street station to Shenton Park station. By the way, that is a new path, member for Gosnells. On the Mitchell Freeway, there is Karrinyup Road to Erindale Road. That is also a new path, member for Gosnells. The state government has not only implemented new paths, it has put in a number of other initiatives to ensure it is safe for all cyclists.

We recently announced a \$300 000 communication, in conjunction with the Office of Road Safety, to lift awareness for all cyclists and drivers —

Several members interjected.

The SPEAKER: Member for Gosnells, I call you to order for the third time.

Mr P.B. Watson: He is directly talking to him!

The SPEAKER: Member for Albany, I call you to order for the third time.

Mr D.C. NALDER: This is a serious program. A large number of Western Australians ride bicycles on a daily, weekly or monthly basis. This is really important. It is important to share with the house exactly what this government is doing. It is doing a lot. For example, it is working with local governments to develop or update their bicycle network plans at a local level. There is a focus on improving cycling facilities to and from schools through the connections to schools grants program. It is installing well delineated on-road cycle facilities such as bike lanes and head start facilities at signalised intersections. That can be seen on Great Eastern Highway. The government is installing Share the Road signage adjacent to integrated cycle routes. It is trialling the inclusion of bike education in the 2015–16 Perth Bicycle Network grants. The department is engaged on a bimonthly basis to oversee the implementation of the Western Australian bicycle network plan. This includes the Western Australian Local Government Association —

The SPEAKER: Wind it up, please!

Mr D.C. NALDER: — RAC WA, Bicycle Transport Alliance, Bicycling Western Australia and WestCycle.

I will finish off with this: there is always an opportunity to improve. Today I was approached by a member of the public who said a greater emphasis on sharing roads with cyclists should be implemented as part of the learner driver process. I think that is a great idea. It makes excellent sense. It is something I will ask the Department of Transport to pursue.

LOCAL GOVERNMENT — AMALGAMATIONS

799. Mr D.A. TEMPLEMAN to the Minister for Local Government:

I refer to the Premier's comments that the state will probably be forced into large deficits.

- (1) How can the minister justify pushing ahead with council amalgamations that will cost approximately \$100 million when he does not even have a business case for this proposal?
- (2) If the minister is pushing ahead with these reforms, when will he put the sector out of its misery and actually announce the new council boundaries for the metropolitan area?

Mr A.J. SIMPSON replied:

- (1)–(2) I thank the member for the question. The announcement will be in due course—very soon. I am working through a 750-page report. In Adelaide at the moment is a conference —

Several members interjected.

The SPEAKER: Member for Mandurah, thank you! I am very interested in this answer.

Mr A.J. SIMPSON: For members' information, currently in Adelaide there is an outer metropolitan growth conference happening. I have eight mayors, presidents and councillors away this week —

Dr A.D. Buti interjected.

Mr A.J. SIMPSON: We are still working through the process of trying to put it together. There will be an announcement very soon. I will work through that process very soon. The member asked about the funding of this reform process. To understand where we sit at the moment, recently New South Wales announced a reform package. There was \$58 million in that for the reform process—\$200 million in total. If members were to look at \$58 million divided by 7.5 million ratepayers, and then divide that by the number of local governments, it will come out with a process of about \$3.7 million per new entity born. We have \$3.7 million on the table as well; the same ballpark figure. The money is on the table. It is in this year's budget. I have already had talks with the sector. They are keen to bring on the loan perspective earlier. We are working with them to try to get that brought on a bit sooner. The sector is very much ready for this reform process. Like us, they are anxiously awaiting the announcement.

LOCAL GOVERNMENT — AMALGAMATIONS

800. Mr D.A. TEMPLEMAN to the Minister for Local Government:

I have a supplementary question. Given it is now several weeks since the Local Government Advisory Board presented its report and recommendations to the minister, why has the minister delayed his announcement, and is it because the Premier is not happy with its recommendations?

Mr A.J. SIMPSON replied:

The Premier is very happy with its recommendations—we had a long discussion about it—and cabinet as well. It is all going well. Everyone thinks it is just one nice shiny map. Behind that, a lot of work has been done. It has 750 pages. It goes into financial modelling, community of interest and sustainability. A lot of information is in there to do with water structure and temporary names. There is a lot of stuff in that report that has to come out as well. We are working through it. In due course we will have that announcement out.

AFFORDABLE HOUSING STRATEGY

801. Ms E. EVANGEL to the Minister for Housing:

As part of its affordable housing strategy, the government made a commitment to work in partnership with the private sector to deliver innovative projects. Can the minister please advise the house what projects are being delivered in the electorate of Perth?

Mr W.R. MARMION replied:

I will be delighted to answer the member for Perth's question and in fact update her on two very exciting, innovative apartment blocks that are being developed in her area. This government has developed a very plausible strategy to address housing in Western Australia. One of the concerns to people is to own their own house. If houses are not affordable, they cannot. We developed a strategy in our term of government about getting people into houses. The only way we can do this is to make sure there are affordable houses on the market. One of the ways to do this is through public-private partnerships. I would like to mention two projects in the electorate of Perth. The first one is the One on Aberdeen project, which is in Northbridge. It is a partnership between the Department of Housing and Diploma. The way it worked was that the department had the land on Aberdeen Street and by going into partnership with the department, Diploma Group was able to secure finance and the 14-storey building was constructed. The 14-storey building comprises seven commercial units and 161 mixed-use residential units. Of those 161 units, 66 were reserved exclusively for affordable outcomes, 17 units were reserved for social housing, 17 were reserved for sale under the national rental affordability scheme, 18 were allocated for sale under the shared equity scheme and 14 were reserved for essential workers. A further 14 of the remaining 95 units have been offered for sale at prices that are affordable to people on moderate incomes. As a result, almost 50 per cent of One on Aberdeen was offered as an affordable entry point for people in the Western Australian housing market.

The other public-private partnership is a similar project in West Perth known as Abode. That is a 10-storey building with 86 apartments, which are all one or two-bedroom apartments. They will be offered as shared equity and there will be some rental opportunities. It is very close to public transport. This is a very innovative project and members opposite might be interested in this, particularly those who support public transport. Apartments in this tower will be offered without car bays because it is very close to bike paths, the railway station and other public transport modes. It is really a trial, a test, to see what consumer appetite will be like and how it goes. Obviously, they will be cheaper, because a car bay is not being paid for. That is another clever, innovative way that my department and this government are looking at providing affordable houses to Western Australians. We are not just providing social houses, although we are still doing that as part of our affordable housing strategy; we are making sure we have affordable houses so we can get people out of social housing into their own houses, which frees up the list for another person on the waiting list for a social house, and some people will not even have to go to social housing because they will be able to get their own house. This is a very good strategy, and just to update the house on our target of 20 000 new housing opportunities, we are well over 16 500 as of today.

MINING — EMPLOYMENT

802. Mr W.J. JOHNSTON to the Minister for Mines and Petroleum:

I refer to the Department of Mines and Petroleum's 2014 statistical review of the mining sector for Western Australia.

- (1) Why has there been a 16.7 per cent reduction in employment in the total mineral exploration sector between 2012-13 and 2013-14?
- (2) Why has there been an 18 per cent reduction in employment in the gold sector and a 15.9 per cent reduction in the nickel sector during the same period?
- (3) Have these job losses been caused by the government's decision to increase mineral royalties during these difficult market times?

Mr W.R. MARMION replied:

(1)-(3) There are actually two reasons. First of all, commodity prices play a big part in the productivity of mines. The other thing is that some mining companies, particularly in the iron ore industry, have gone into autonomous production, which obviously requires less labour.

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington!

Mr W.R. MARMION: In a nutshell, there are two simple things: commodity prices go down so the profitability of mining drops because of the internal rate of return —

Several members interjected.

The SPEAKER: Members!

Mr W.R. MARMION: Mr Speaker, I am trying to answer the question.

If the internal rate of return of a project is below what it costs, the project is either put in mothballs, or care and maintenance until the commodity price goes up. The member for Cannington probably looks at commodity prices every day, as a good opposition spokesperson on mines and petroleum perhaps would, and he would have seen that most commodities except for nickel have come down quite significantly over the last two years. That has put a lot of pressure on a lot of mining companies. Some of them have had to be innovative in some of the ways they lower costs and that has helped them to stay afloat.

One of the most important things we have done in my portfolio to help the small and middle-tier mining companies is implement the Mining Rehabilitation Fund. As people already know, a lot of companies, except those on state agreement acts, have had unconditional environmental bonds, some quite significant. Our government has been innovative, in fact a world first, in being able to come up with a system whereby mining companies pay a levy into a trust fund and through that they have been able to relinquish their unconditional bonds. That is one of the creative, innovative policies that we have implemented to assist mining companies in a time when commodity prices have not been very strong.

MINING — EMPLOYMENT

803. Mr W.J. JOHNSTON to the Minister for Mines and Petroleum:

I have a supplementary question. Why in his answer did the minister not show any concern about the huge reduction of employment in the minerals exploration sector, when it is the lifeblood of the mining industry's future?

Mr W.R. MARMION replied:

I do not know how the member could read my face to see whether I had concern or not. Obviously, there is concern.

Mr W.J. Johnston interjected.

The SPEAKER: Member for Cannington!

Mr W.R. MARMION: As the Premier said, there are 100 000 people working in the mining industry and if we add the oil and gas industry, it is 111 000 people, which is considerable employment of people in Western Australia. Obviously, any reduction in that employment is of considerable concern to this government and to me as Minister for Mines and Petroleum.

TREASURER

No-fault Insurance Scheme — Green Paper — Personal Explanation

DR M.D. NAHAN (Riverton — Treasurer) [2.45 pm]: I seek to make a personal explanation pursuant to standing order 148.

The SPEAKER: Proceed.

Dr M.D. NAHAN: Earlier today when I was referring to the green paper on no-fault catastrophic compulsory third party insurance, I said that the cost estimate of moving to a no-fault insurance scheme was \$190 for an average family car, when it is in fact \$109.

ROAD TRAFFIC AMENDMENT (ALCOHOL INTERLOCKS AND OTHER MATTERS) BILL 2014

Consideration in Detail

Resumed from an earlier stage of the sitting.

Clause 2: Commencement —

Debate was interrupted after the clause had been partly considered.

Mrs M.H. ROBERTS: We have had considerable debate on this clause already and I thank the Acting Minister for Police for the answers he has given, although I cannot say that I am impressed with some of the information that we have gleaned from our questions about clause 2. When I commenced speaking about clause 2, I raised concerns about how this act, when enacted, will be implemented or come into operation in several parts. In terms of the commencement, only part 1 comes into operation on the day the legislation has royal assent. That might sound good. There will be some announcement that the bill has received royal assent and part 1 has come into operation. Part 1 of the Road Traffic Amendment (Alcohol Interlocks and Other Matters) Bill gives us absolutely nothing—nothing at all. Part 1 is just what is on page 2 of the bill—it is half a page of writing; it is only clauses 1 and 2. Clause 1 is the short title of the bill, so the title of the bill will come into operation. Clause 2, “Commencement”, is the clause we are talking about and that just states that there can be a delay in

implementing other parts of the bill and there can be a separate commencement of operation date for those. Even then, when we get to a further date, which will be presumably, we hope, at the latest sometime next year, not all the parts might come into operation. I understand that there are some complexities with the bill. I have read the explanatory memorandum and I have listened to the answers from the acting minister and, quite clearly, the government is yet to proclaim acts that were passed in this house in 2008. It is all very well to say now that the regulations somehow need to be combined and to take account of each other, but in 2008 when we passed those two bills, this legislation was not even drafted. That act could have been in operation a long time ago. I do not really accept that part of the minister's answer. We also know that a lot of work could and should have been done a lot more quickly behind the scenes. The fact is that there has been bipartisan support for alcohol interlock devices for years. It is pretty poor that this is coming into operation so slowly and that so little work has been done behind the scenes. Clearly, submissions were made to the Road Safety Council to fund various parts of this bill coming into operation. Presumably, the Road Safety Council expected this would happen a lot sooner. For example, we were told that \$227 000 was allocated to the Western Australian Alcohol and Drug Office for alcohol assessment and treatment, and I note that the minister said that money was not from the road trauma trust fund. I make the point that that submission must have been made as part of the Economic and Expenditure Reform Committee process and that money has been allocated, so I am very disappointed to hear that it may not be expended in this financial year. It was programmed to be expended, but it may not be expended. No doubt it can be carried on to another financial year, but the longer the implementation of this legislation is delayed, the more lives will be lost and the more people who will be seriously injured on the road.

The minister confirmed in earlier discussion on this clause that \$1.54 million had been allocated to the Department of Transport, but that may or may not all be expended in this financial year and may take longer. Clearly, a business case was made to the Road Safety Council, but because of the secret operations of this government, we do not know whether that was the full request, whether the council requested more or less money or what that submission said. I would like to see that submission and what was requested and the time frame in which the Road Safety Council thought this legislation would come into being. The minister has variously said that some parts may come into operation by April next year, but for it to be fully operational other parts could take 12 months. I am guessing that at the snail's pace this government has been going with its alcohol interlock legislation, it will drift out and it will exceed 12 months. It will be like lots of other pieces of legislation and will end up taking much longer, which is not a good thing.

Mr J.H.D. DAY: Again, I will respond briefly. Firstly, the two-stage process by which this bill will come into effect is quite usual for bills that go through this place. Essentially, once the bill passes both houses, it receives royal assent and that establishes the act as the law of the state, but its operative parts do not take effect until everything else is ready for that to occur. That is why there is a later date for the proclamation of different provisions, and I explained the rationale for that in more detail earlier. As I mentioned, the bills that were passed in 2008 are part of a package of legislation that started in the time of the previous government but was not completed in that time and some modifications needed to be made, including to the bill that was passed in 2012. The Road Traffic (Vehicles) Act 2012 is part of a comprehensive suite of bills and it is not possible to put into effect one part without the other part, so some modifications needed to be made much more recently. I explained earlier that an extensive list of regulations is currently being drafted, and that is well advanced. I will correct one point on funding that came up earlier. I am now advised that no funds for the provision of alcohol assessment and treatment have in fact been allocated in the current financial year, 2014–15. An application is currently lodged with the road trauma trust fund for \$258 000 for salaries in 2015. These salaries are for the necessary procurement and development processes for the delivery of alcohol assessment and treatment programs. That is a correction to some of the detail I provided earlier.

Mr R.F. JOHNSON: I find it disgraceful that we have to apply for special funds for this area of road safety. The Department of Transport has been responsible for all the legislation that relates to the Road Traffic Act ever since I have been in this Parliament. The one area I have the most guilt about, as a former Minister for Road Safety, is that I never managed to get this legislation through in four years. I feel bad about that because it is legislation that I felt was very important and I wanted to get it through. Year after year I was told by people in the department—not the competent people sitting at the table today advising the minister—that the draft legislation was so complicated that it could not be done quickly. Even though there was similar legislation over east, it went on and on. I find it disgraceful that two years since I was the minister, we are debating this only today. Call me a sceptic, but I am sceptical whether there has been a genuine attempt to get this legislation through both houses of Parliament. The legislation has bipartisan support and if it goes to the upper house before the end of this week, it can be dealt with expeditiously there. That does not mean to say that anything will happen; it just means it will go through both houses of Parliament. It is a question of when it will be proclaimed and when it will take effect. We have already heard that that will not be until the middle of next year at the earliest. My big fear is this bill is simply being rushed through now to try to keep a promise. Unless the government instigates the legislation, not just debates it in this place but puts it into practice and gets alcohol interlock devices in vehicles of habitual drunk-drivers, it will not save anybody's life and the government has not

truly kept the promise it made. We see too many people lose their lives or become critically injured on our roads, and a lot of it is through drink-driving. I am disgusted that we have close on \$100 million in the road trauma trust fund that is not being spent. It is growing and growing. I think that it is there to try to help the dire debt situation the government faces. I do not believe we can address the debt situation at the expense of the lives of Western Australians on our roads. We see too many people being killed or critically injured. I hope this bill will go through this chamber as quickly as possible. I would like the minister to give some assurance that we will have alcohol interlock devices available for habitual drunk-drivers before the end of next year. I would like the Acting Minister for Police to give a commitment to ensure that happens, and then perhaps I will be less sceptical.

Mrs M.H. ROBERTS: The member for Hillarys made a couple of excellent points. The minister responded to my comments by correcting something that he said earlier. He said that \$227 000 had been allocated in this financial year to the WA Alcohol and Drug Office for alcohol assessment and treatment. I note the minister has corrected that and said that no money has been allocated this year for the Drug and Alcohol Office but that the office has applied for \$258 000 from the road trauma trust fund in 2015–16. Of course, we do not know how the Road Safety Council will see that; maybe it will view it very positively. Further, we do not know how cabinet will view that. Yesterday I spent some time going through the disparity between what the Road Safety Council recommends and what cabinet ultimately approves when it gets funding submissions. However, putting that to one side, it does not seem to me to be a good thing that the application will go in only for the 2015–16 financial year. We have been told that the money is for procurement and development, not for implementation. By the sound of things, it will not be until after mid-next year at the earliest that the Drug and Alcohol Office will get that money, if it is successful in its budget bid, to start the procurement and development process. Again, I think that gives rise to concern.

Although I highlighted this point yesterday, I note that the member for Hillarys commented on the \$100 million—it is actually \$80 million to the best of my knowledge at this time, but, according to the forward estimates, it is on a trajectory to grow to \$250 million—sitting in the road trauma trust account. Yes, the budget is in dire straits, and the government clearly is using the money it has under the heading “Restricted cash” in the Main Roads budget as a counterbalance to its growing debt and to try to balance its books. However, it is morally wrong to use the money for that purpose. This government has rolled out more speed and red-light cameras than Western Australia has ever had before. I am trying to remember the exact number of intersections that have speed and red-light cameras. I think it is at least 40 or 50 intersections, but I might be wrong; it could be 80 or 100. The government has rolled out those cameras. Although I am not critical of those cameras and the more effective speed cameras, it is hypocritical if the government says that it is rolling out these extra cameras and every cent of the money will be spent on road safety initiatives but then there is a go-slow on road safety initiatives while money accumulates in an account to balance the state debt situation. It is also hypocritical when the government basically covers existing normal government expenditure with that money, such as funding some police and Main Roads operations and funding wages and the like, whether that is at the Drug and Alcohol Office, the health department, the police department or the transport department. If the government is paying those wages out of the road trauma trust account, it is really not being honest with the public.

We have spent a long time on the issue of commencement, but I think the commencement is important. Like the member for Hillarys, I hope that this legislation will pass through this house this week. I see no reason why it will not. However, again, like the member, I have no confidence that this government will do anything any time soon to proclaim more than just part 1 of the legislation.

Mr J.H.D. DAY: I will respond briefly. In relation to the time required for implementation, I mentioned earlier that it is expected it will take 12 months from the time the bill passes through both houses. Obviously, if the bill does not go through both houses this year, that will extend the time a bit. Nevertheless, a lot of work is being done at the moment to complete as much as possible the arrangements that are needed.

In relation to this bill being a priority and whether further action will be taken, as far as I am concerned, although I will not be in this role for an extended period, it certainly is a priority of the government; there is no question about that. We would not have got to this point unless it was a priority. A lot of work is being done within the Office of Road Safety and the Department of Transport to finalise the regulations and the other administrative arrangements that will be needed, albeit some further time will be needed once the bill goes through Parliament. I agree that it is an important scheme and the sooner we have it in operation, the better. I am sure that those who work in the area of road safety within the government—that is, professional public servants and so on—are very keen to get this scheme operating in Western Australia. I made the point last night that what will be put in place in WA will not be the same as in other states. It is a different scheme and possibly more complicated in its implementation to some extent, but it will be more flexible and will operate much more on a consistent basis across the state than might have otherwise been the case.

In relation to the Drug and Alcohol Office, it is correct that no specific funding has been allocated this financial year, as I corrected myself earlier based on advice. The assessment process will not be needed in the current financial year given that the scheme will not commence until the 2015–16 financial year. However, the staff of

the Drug and Alcohol Office have been participating in the development of the policy for the scheme in Western Australia and in the development of the legislation, so they have not needed a specific funding allocation to do that; it was undertaken within their normal course of operations.

The final point I make is about the application for \$258 000 from the road trauma trust account. Clearly, it would be inconsistent with government policy if that were not approved. I think it is a pretty safe bet that it will be approved; certainly, if I have anything to do with it, it will be. Funding is needed and I think it can be taken as given that that will happen, but there is something of a process to go through, just as there is with a range of government activities. It clearly needs to happen. It is appropriate for this legislation to be put into effect. The government is certainly keen to get it underway.

Mr R.F. JOHNSON: I do not want to prolong the consideration in detail stage, because I think the acting minister knows my commitment to road safety. I have the utmost respect for the acting minister. He is a man of honour and integrity.

Mr D.A. Templeman: He should be the leader!

Mr R.F. JOHNSON: I could not agree more. I tried many times to persuade him of that but he kept saying no!

I believe there are some discrepancies in the commitment. I also have tremendous respect for the Office of Road Safety. It is committed to all aspects of road safety, including this particular aspect of the alcohol interlock system. For four years it urged me to get it through and I kept asking it for the legislation so that I could bring it to Parliament, but that did not happen.

I am also concerned about the funding aspect, because of the dire financial situation that the state is in at the moment, and the sort of priority that this scheme will get. As I have said, there is money in the road trauma trust account; it has been sitting there for ages while people have died and been critically injured on our roads. If we are so committed to the alcohol interlock system to try to stop people from driving while drunk and killing or critically injuring people, surely the government also would want to take advantage of the recommendations of the Office of Road Safety and the Road Safety Council about the funding that they believe should be spent.

The ACTING SPEAKER (Mr P. Abetz): Member for Hillarys, what you are saying is very interesting, but it is more like a contribution to the second reading debate.

Mr R.F. JOHNSON: I will not be much longer, Mr Acting Speaker; I ask for a bit of leniency, because this relates to clause 2. I assure you that my comments are about when the scheme will come into operation. I have already said that I am very cynical about the time that we have been given. I think there will almost certainly be an election before we see alcohol interlock equipment placed in vehicles; that is my honest belief.

I want to add that the Road Safety Council urged the government, through its annual requests, to try to combat drink-driving by providing some funding from the road trauma trust fund for extra booze and drug testing by the police. It was not a fortune; the money is there, but the request was knocked back. We could be saving more lives if we spent that money on an extra booze and drugs bus and funded those extra police officers to catch drink and drug-drivers. Forgive me if I am a bit sceptical, but that is why I question now whether there is enough commitment to try to pass this legislation through this house. I urge the minister, whom I have respect for, to give us a commitment on behalf of the government that once this legislation has gone through both houses—which could easily be done before the end of this year, as it will not take long in the upper house because it has bipartisan support—it will be in force and alcohol interlock systems will be in vehicles before the end of next year.

Mr J.H.D. DAY: The advice I have is that 12 months are needed from when the bill passes both houses to put the scheme in place. If it does so this year, the scheme should be in operation by the end of next year. I know there is a very keen desire on the part of the departments to get the scheme underway, and I certainly share that desire.

Clause put and passed.

Clause 3 put and passed.

Clause 4: Section 59 amended —

Mrs M.H. ROBERTS: I note that clause 4 refers to both alcohol and drugs, yet an alcohol interlock device is not capable of detecting the presence of drugs in an individual who provides a breath sample and it is not of any use in separating drug use and driving behaviour. Therefore, I wonder whether the minister could explain to me why drugs are included in proposed section 59(1) under clause 4. For example, proposed section 59(1)(ba) states —

while under the influence of drugs to such an extent as to be incapable of having proper control of the vehicle;

I know that this is recasting some offences. Why does this provision refer to drugs and why does the offence need to be recast? How is it relevant to the alcohol interlock legislation?

Mr J.H.D. DAY: As I mentioned earlier today, this clause does not establish new offences, but it separates the offences of driving under the influence of alcohol and driving under the influence of drugs—in other words, different elements, different causes. Section 59(1)(a) of the Road Traffic Act refers to “alcohol, drugs, or alcohol and drugs” all together within the same subsection. It is necessary to separate them so that alcohol interlocks can be required only for alcohol driving offences. If someone has an issue with driving under the influence of alcohol, or alcohol and drugs together, the scheme will apply. But it will not apply for people who are driving under the influence of drugs, obviously. It is simply to enable the scheme to operate.

Mrs M.H. ROBERTS: Proposed section 59(1)(a) separates alcohol, because it states —

while under the influence of alcohol to such an extent as to be incapable of having proper control of the vehicle; or

Proposed section 59(1)(ba) separates drugs —

while under the influence of drugs to such an extent as to be incapable of having proper control of the vehicle; or

However, proposed section 59(1)(bb) does not separate the offences; it has them together —

while under the influence of alcohol and drugs to such an extent as to be incapable of having proper control of the vehicle;

If the minister’s argument is that they are separated, why are they together in proposed section 59(1)(bb)?

Mr J.H.D. DAY: Proposed section 59(1)(bb) provides for a situation in which someone is under the influence of alcohol and drugs together. If alcohol is involved, it can be on its own or in combination with other drugs. Alcohol needs to be involved for this scheme to be applicable, but it could be that alcohol and other drugs are involved together.

Mrs M.H. ROBERTS: If I could clarify, proposed section 59(1)(bb) refers to this combination offence whereby someone has driven while under the influence of alcohol and drugs, to use the words the minister used, in combination. I am trying to work out how that is determined. When would the offence kick in? To what extent would someone have to be under the influence of drugs? Presumably, we are talking about being under the influence of illicit drugs. If someone is under the influence of illicit drugs and their blood alcohol content is at .03 rather than .05, is that a combination offence or is that being under the influence of drugs because they have not reached the .05 threshold, which is the regular threshold for being under the influence of alcohol? Arguably, to a layperson, someone with a blood alcohol content of .03 or .04 in combination with drugs would be considered to be under the influence of both alcohol and drugs.

Mr J.H.D. DAY: I am advised that, essentially, there may be a situation in which the requirement to participate in the interlock scheme might involve a lower threshold of blood alcohol content than would be the case if the affecting substance was alcohol on its own. This section of the Road Traffic Act relates to dangerous driving causing death or grievous bodily harm. As I said, if someone is convicted of an offence of dangerous driving causing death or grievous bodily harm and that person had a blood alcohol content of .15 per cent or higher, they are automatically included in the scheme. If they have a lower blood alcohol content —

Mrs M.H. Roberts: Did you said .15 or .05?

Mr J.H.D. DAY: Yes, .15. There are other situations in which people would be included in the scheme as well that we can cover separately if the member wants. In relation to the combination of alcohol and drugs, it would be determined based on an analysis of a blood sample by the ChemCentre and expert evidence provided in court. The section does not relate to who is covered by the interlock scheme; it relates to who is guilty of an offence. It applies once somebody is found guilty of such an offence under section 59 of Road Traffic Act. Other provisions of this bill relate to people covered by this section being included within the scheme.

Mrs M.H. ROBERTS: I do not understand what the minister means by his reference to .15. In parts of this legislation, if someone has a second .05 offence within the five-year period, things kick in and whatever. I fully understand that this legislation deals with section 59(1)(a) of the Road Traffic Act that deals with an offence of driving causing death or grievance bodily harm in circumstances in which the driver was driving —

while under the influence of alcohol, drugs, or alcohol and drugs to such an extent as to be incapable of having proper control of the vehicle;

Is the minister saying that a person is deemed to be incapable of having proper control of a vehicle if they are .15? In his earlier comments, there seemed to be a suggestion that there is this combination effect, which I find really interesting, because a lot of anecdotal evidence to say the least suggests that people abuse both drugs and alcohol in concert. The threshold of .15 seems to be very high. Unless I am sadly mistaken, .15 is a lot more than

the blood alcohol level of .05 or .08 under which someone would be deemed to be under the influence of alcohol. Maybe there is a difference between a person being under the influence of alcohol and a person being deemed to be in a situation in which they are incapable of having proper control of a vehicle. Could the minister elaborate on that and explain it for me?

Mr J.H.D. DAY: The existing section 59B(5) provides that anybody who has —

... a blood alcohol content of or above 0.15g of alcohol per 100ml of blood shall be deemed to have been under the influence of alcohol to such an extent as to be incapable of having proper control of a motor vehicle at the time of the alleged offence.

The point I was making was that anybody in that situation is automatically required to be covered by this scheme, but they are not the only people who have been under the influence of alcohol who are included.

Mrs M.H. Roberts: That is for a one-off offence.

Mr J.H.D. DAY: Yes, that is correct. If this is a person's one-off or first offence, they will automatically be required to be in the scheme. Other people at a lower level can also be required to be in the scheme, and those people are listed on page 1 of the explanatory memorandum. For example, the explanatory memorandum states —

- a second offence of driving while having a blood alcohol content of or above 0.05 grams of alcohol per 100 mls of blood, where the conviction occurs within 5 years of a previous conviction of such an offence;

Mrs M.H. Roberts: I read that on page 1 of the explanatory memorandum.

Mr J.H.D. DAY: I will not repeat all of the examples, but the explanatory memorandum provides information about others who are covered.

Mrs M.H. Roberts: It did not mention .15. That was out of curiosity.

Mr J.H.D. DAY: I will clarify the assessment for alcohol and drug combination offence is based on an assessment by a pharmacologist. There is no set level. It depends whether the combined level of alcohol and drugs makes a person incapable of having proper control.

Mrs M.H. ROBERTS: The minister's first response to my questions on this matter talked about regulations perhaps having some relevance here, but he has concluded by saying that it would require a pharmacologist to assess whether a driver is deemed to be under the influence to such an extent as to be deemed to be incapable of having proper control of the vehicle when it comes to a combination of drugs and alcohol. As the minister pointed out, section 59 of the Road Traffic Act states that a person is effectively deemed to be incapable of having proper control of a vehicle at a .15 per cent blood alcohol level. That is with, let us say, no drugs in a person's system. Revisiting section 59 of the Road Traffic Act and reading that definition, the first thing that occurs to me is that that definition may well need updating. Twenty years ago people did not want an offence for .05, as they thought .08 was the threshold at which someone's driving behaviour was affected. The minister and I and many other people now know that it is vastly preferable if people do not have alcohol in their systems when driving. I know some members of community who would like to see the limit set at .02. Having said all that, we basically say to people that they should not be driving a vehicle at .05, and there are serious penalties in place for repeat offences of .05, which will be even more significant with this legislation. An offence of .08 is a high-level offence that requires things such as the confiscation of a person's vehicle. It seems to be me that the .15 offence may well have been in the Road Traffic Act for far too long. I note that the Road Traffic Act is dated 1974, and I wonder at what point the .15 blood alcohol level was included in the legislation. Maybe in 1974 there were no references to blood alcohol and so forth, but at some point it must have been put in the act; I am guessing that must have been more than 20 years ago. In any event, the minister concluded his last statement by saying that it will be left up to a pharmacologist to make an assessment about whether a person charged with a combination offence with drugs and alcohol has been rendered incapable of having proper control of a vehicle by the quantity of drugs and alcohol they have consumed. At best, is that saying that that is equal to the same impact or impairment as someone who has a .15 alcohol reading? Firstly, that is very high; and, secondly, it is potentially subjective. I do not understand how that will work. Will a pharmacologist have to write a report and will that be presented as evidence in court?

Mr J.H.D. Day: We are talking about when somebody is charged with this offence, and it is the situation as it is now. Whether we should lower the threshold for this offence is another matter.

Mrs M.H. ROBERTS: I realise that is a separate matter.

Mr J.H.D. Day: But what I have described is what happens now, and there is no proposal to change the current system. It's up to a court to decide whether somebody is guilty of this offence, and the pharmacologist provides evidence to the court. That is the existing situation; that is not proposed to change. Once somebody is found

guilty of this particular offence, they would be included within the alcohol interlock scheme. That is the point about all of this.

Mrs M.H. ROBERTS: That is right; yet we have had to amend the Road Traffic Act to separate these matters in clause 4, and that is why the chamber is debating that now.

Mr J.H.D. Day: That is so the alcohol interlock scheme can operate when alcohol is involved.

Mrs M.H. ROBERTS: I have run out of time.

Clause put and passed.

Clause 5: Section 59A amended —

Mrs M.H. ROBERTS: The impact of this clause is similar to that of clause 4; it deletes and replaces a section of the act. Again, proposed paragraphs (a) and (ba) separate alcohol and drugs, and proposed paragraph (bb) inserts the combination of alcohol and drugs. The bill states that this whole part—that is, part 2—amends the Road Traffic Act 1974, but the explanatory memorandum states that clause 17 of the bill inserts provisions into the Road Traffic (Authorisation to Drive) Act 2008 that will empower the making of regulations, and so forth. I am not sure why that explanation is in clause 5? How are those two things properly connected, and why is that explanation not simply at clause 17?

Mr J.H.D. DAY: The explanation of this clause is exactly the same as the previous clause. It deals with a different existing offence under the Road Traffic Act. In this case it deals with the offence of dangerous driving causing bodily harm, and for exactly the same reasons as we have just discussed in clause 4, this clause separates alcohol and drugs so that the alcohol interlock scheme will operate only when somebody has been driving under the influence of alcohol, maybe together with other drugs being involved as well in some cases. It is the same explanation as previously, but it is for a different offence.

Mr J.R. QUIGLEY: I have thought about the minister's explanation and I want to tie it into a later clause that deals with the court's discretion to impose the requirement to fit an interlock. Proposed section 59A states "while under the influence of alcohol and drugs to such an extent". Section 59A(1)(a) of the Road Traffic Act states "while under the influence of alcohol, drugs, or alcohol and drugs". What is the utility in separating those when they are already separate in the section? The section says "while under the influence of alcohol" so that the complainant can plead that the person was driving under the influence of alcohol, separated out by the wording of the complaint, or section 59A of the act, charged for drugs while under the influence of drugs; or if, as the member for Midland was hypothesising, they were under the influence of both at a reduced level, but still rendering the driver incapable of proper control, it goes on to say "or alcohol and drugs". It has "alcohol" separate, "drugs" separate, and the combination separate. I am trying to work out the utility of the amendment.

Mr J.H.D. DAY: As I explained in relation to the previous clause, it is necessary, or at the very least highly desirable, to separate the offences of alcohol on its own, drugs on their own and alcohol and drugs together. For the reasons I explained previously, the alcohol interlock scheme will apply only when alcohol has been involved.

Mrs M.H. Roberts: Doesn't it apply when there is a combination of drugs and alcohol?

Mr J.H.D. DAY: Yes. As I said, alcohol has to be involved. Another way of explaining it, as it was just put to me, is that humans make mistakes, and when those offences are entered into the computer system against each particular driver, information needs to be recorded about whether alcohol was involved or not—so whether it was alcohol or drugs, or alcohol and drugs. Having separate subsections makes the offence clearer, and the offence as related to the particular subsection of the act will be entered into the computer system, so it is much more likely that it will be precise, rather than there being some confusion about whether alcohol was involved or not, as is much more likely to be the case if they are all together within the one subsection.

Mr J.R. QUIGLEY: I understand that, but I have to jump forward in the bill to make any sense of it, because the operative part of the bill—the interlocks—is found in clause 17, which provides for a new section 5A. Proposed section 5A reads, in part —

(2) The regulations may provide for an alcohol interlock scheme under which —

- (a) a driver's licence granted to or held by a person who has been convicted of a prescribed alcohol offence is to be subject to a condition that it authorises driving only a vehicle in which an alcohol interlock is installed;

Surely if the person had been convicted of an offence under section 59A(1)(bb), which appears at the top of page 4 of the Road Traffic Amendment (Alcohol Interlocks and Other Matters) Bill 2014—that is, convicted of driving while under the influence of both alcohol and drugs—would that not still precipitate the discretion under clause 17?

Mr J.H.D. Day: Yes. As I mentioned earlier, there may be a lower threshold for the blood alcohol content to trigger inclusion in the scheme if other drugs were involved, but there needs to be a conviction from the court for

this offence, which is dangerous driving causing bodily harm. Exactly the same system that operates now will continue into the future as to whether someone is convicted of this offence. As I mentioned earlier, a pharmacologist normally provides an assessment and a report and evidence to the court. Once somebody is found guilty of this particular offence, they would be included within the scheme. Inclusion within the scheme will be provided for in detail in the regulations established under this legislation once it goes through.

Mr J.R. QUIGLEY: But the limit of alcohol will be under regulations? It would have to be under section 63, would it not?

Mr J.H.D. Day: In relation to this offence, once somebody is found guilty of the offence, they will be required to be within the scheme. That's the intention.

Mr J.R. QUIGLEY: I am sorry; it is probably my mistake, minister, but I did not quite grasp the explanation. I should sit down, I suppose.

Mr J.H.D. DAY: As I mentioned, a whole range of other people will be required to be included in the alcohol interlock scheme, but under this clause, for the moment, we are considering only section 59A, which is the offence of dangerous driving causing bodily harm. Once somebody is convicted of that offence, and if alcohol has been involved, they will be required to be included in the alcohol interlock scheme. It is necessary to separate out into different subparagraphs the involvement of alcohol and the involvement of drugs. If only drugs are involved, the person will not be included within this scheme. The requirement to be included within the scheme, as the member says, will essentially be established through a later part of the bill, and the detail of them being required to be involved, once the head of power is established, will be established through regulations. The regulations will relate back to this section of the Road Traffic Act and require them to be within the scheme once it is all finalised. Incidentally, we can provide the member with a copy of the draft regulations; a copy has been provided to the member for Midland at the briefing, but if the member needs another copy, we can do that.

Mrs M.H. ROBERTS: I partly asked another question about drugs earlier that I did not get an answer to; I made the comment that I presumed we were talking only about illicit drugs, but having contemplated this, maybe it is broader than illicit drugs. Someone could be under the influence of a combination of prescription drugs and alcohol and it could potentially render them incapable of driving a vehicle, so I am just wondering how that is defined, whether that currently happens, and whether somebody could be deemed to be impaired because we are talking about a combination effect the equivalent of a blood alcohol content of .15 per cent. Somebody could potentially achieve that level of impairment with prescription drugs alone; alcohol might be .2 of a factor, and the effect of 1.3 or more might be prescription drugs, or whatever, and the pharmacologist might say, "Yes, definitely", and because there is a minimal amount of alcohol present, would that then bring people under that combined drug-alcohol offence and therefore subject them to the alcohol interlock, even though alcohol may not be the real problem?

Mr J.H.D. DAY: I am advised that what the member for Midland is suggesting is correct; the definition of "drug" comes under section 65 of the Road Traffic Act 1974, and there is a reference, under paragraph (c), to —

a substance (other than alcohol) that, when consumed or used by a person, deprives the person (temporarily or permanently) of any of the person's normal mental or physical faculties;

Somebody can be convicted of this offence if they are under the influence of prescription drugs; ultimately they would only be covered by the alcohol interlock scheme if alcohol is also involved. Alcohol needs to be present, but there may be a lower level of alcohol involved as a contributing factor to trigger involvement in the alcohol interlock scheme than might be the case if alcohol alone were involved. That is the situation; there is really no differentiation between illicit drugs and prescribed drugs in that respect. The concern is about safety on the roads and all drugs that may impair somebody's ability to have proper control of a vehicle are relevant. That is the current law and there are no plans to change it, but it could potentially have some implications for someone if alcohol is also involved in relation to the requirement to be involved in the alcohol interlock scheme. Obviously people should not drink and drive, certainly not to excess, but if they are on prescription drugs that may have some negative impact on their driving, they would have an even stronger reason not to consume any alcohol whatsoever while driving.

Mrs M.H. ROBERTS: I certainly agree with the sentiment expressed by the minister. Quite clearly, someone taking a high level of prescription drugs should not consume any alcohol before driving. However, what concerns me here is the whole principle behind this legislation, which is to deal with people who drink and drive and to regulate their behaviour so that they do not get into vehicles and drive them while under the influence of alcohol, and hopefully get used to the fact that they need to have zero alcohol in their system before they get into a vehicle. There may be cases in which people are using prescription drugs for legitimate reasons such as pain or other issues that renders them incapable of driving, but it may be the case that they have also had a glass of light beer. What I am suggesting is that that could trigger bringing them into the net for the alcohol interlock regime. What they are doing is absolutely wrong. It would see them convicted of a principal offence. Those offences are outlined on page 1 of the explanatory memorandum. No doubt they could potentially be convicted of dangerous

driving causing death or grievous bodily harm, or one of the other offences listed there. If they are convicted of one of those high-level offences, I would have thought that alcohol is a significant issue and an alcohol interlock device would be the way to go. If someone has a medical condition or a circumstance that means they are heavily reliant on prescription drugs for one reason or another, and they happen to find themselves convicted of one of these offences, they deserve the current penalties under the Road Traffic Act, which are significant. Would having an alcohol interlock device fitted onto their car when they resume driving assist them or other road users into the future? It probably would not if they have no prior history of alcohol offences. For the alcohol interlock restriction to be triggered, a person does not need to have a prior conviction; it is the magnitude of the offence under the Road Traffic Act of driving causing death or grievous bodily harm that sees the penalty come into play.

I can see where there is this combination effect. It seems that the alcohol interlock circumstance, or the compulsion to have one, is triggered the moment any alcohol is present. I wonder whether that is appropriate. I do not think there would be a lot of people in this circumstance, but I think it is possible that the circumstance could arise. We could be putting in quite a regime for someone who effectively does not have a problem with alcohol or drink-driving and for whom the alcohol interlock device and regime would be a significant expense and an additional penalty. I am not sure whether that can be sorted out in any way in regulations or in some other circumstance, or whether there is flexibility when the matter goes before a court to suggest that alcohol was not the major factor or the person does not have a problem with alcohol. Perhaps an argument could be made that the imposition of an alcohol interlock device would be unreasonable in the circumstances. I do not know whether there is any discretion for the judge in those circumstances, especially if it could be demonstrated that someone had a chronic disease or had chronic pain and they were the reasons they had taken the medication.

Mr J.H.D. DAY: Those comments can be taken on board, but it is important to realise that this scheme is not implying that people necessarily have a problem, particularly in the circumstances the member just outlined. It is about mitigating risk. It is about trying to lower the risk of crashes on the roads. When somebody is convicted of an offence of dangerous driving causing bodily harm, or, in the previous clause, of causing death or grievous bodily harm, the judgement at present is that if some level of alcohol has been involved it is appropriate to require the interlock device to be fitted to reduce the risk to other people on the roads and to the individuals themselves. If there is no alcohol involved, clearly they would not be included within the scheme. It is about reducing risk on the roads. It is not saying that somebody necessarily has a drinking problem. If there is some alcohol in a person's bloodstream and a sufficient level of drugs, whether prescription or other drugs, they have a much higher risk of being involved in something potentially tragic.

Clause put and passed.

Clause 6: Section 63 amended —

Mrs M.H. ROBERTS: I am wondering whether I can get a simple explanation for why clause 6 is necessary. I note that in the explanatory memorandum there is the same kind of cut and paste of a few paragraphs about clause 17 at the head of every one of those sections. What is really the import of proposed section 63(1) and the proposed amendment to section 63(7)(a)? Why is it necessary to delete that section and replace it?

Mr J.H.D. DAY: The explanation is exactly the same as for the previous two clauses; namely, it is necessary to separate out the situation when alcohol is involved and when drugs are involved. The offence under existing section 63 of the Road Traffic Act is driving under the influence of alcohol et cetera. It applies when somebody is intoxicated to such an extent that they are regarded as not having adequate control of the vehicle.

Mrs M.H. Roberts: Is this .05 rather than .15 this time, is it?

Mr J.H.D. DAY: The offence that currently exists is at a higher level than simply driving with more than a blood alcohol level of .05. As I understand it, above .15 per cent is deemed to be driving under the influence of alcohol. I think I am right in saying that this offence applies when somebody has a blood alcohol level of .15 per cent or above.

Mrs M.H. ROBERTS: Clause 4 dealt with driving causing death or grievous bodily harm. Clause 5 dealt with another offence. What offence does clause 6 deal with?

Mr J.H.D. Day: Driving under the influence of alcohol or other drugs.

Mrs M.H. ROBERTS: This is where I am confused. Clause 6 relates to driving under the influence of alcohol to such an extent as to be incapable of having proper control of the vehicle. These words are exactly the same as the words in clauses 4 and 5.

Mr J.H.D. Day: The reason is that in the existing Road Traffic Act they are grouped together in the one subsection—that is, alcohol, drugs, or alcohol and drugs together. They are grouped together. We want to separate them out for exactly the same reasons as I explained earlier.

Mrs M.H. ROBERTS: I am looking at the Road Traffic Act. These things seem to be separated out there as well. If I look at section 64AB, the heading is “Driving while impaired by drugs”.

Mr J.H.D. Day: Look at existing section 63(1). Have you got that there?

Mrs M.H. ROBERTS: “Driving under the influence of alcohol et cetera”.

Mr J.H.D. Day: That is the heading. Look at subsection (1). The part in red is the existing section that needs to be amended.

Mrs M.H. ROBERTS: That is where it is in combination, and that is separated out. When I first read this section, I thought it just dealt with the .05 offences. I understood that the early ones dealt with things such as grievous bodily harm or dangerous driving causing death and they needed to be separated out. I thought this was a matter of separating the provisions for just driving under the influence as such, which I thought would be a .05 offence. However, the minister is telling me that this provision is effectively for a .15 offence.

Mr J.H.D. Day: Generally .15 and above, yes.

Debate adjourned, pursuant to standing orders.

BUSINESS OF THE HOUSE

Order of Business — Motion

MR J.H.D. DAY (Kalamunda — Leader of the House) [4.00 pm]: I move —

That private members’ business order of the day 18 followed by private members’ business notice of motion 20 be taken.

By way of very brief explanation, this is the opposite of the order that the opposition originally requested, but the Minister for Transport is paired from 6.00 pm and I have given a commitment to the opposition that the debate on order of the day 18, which relates to congestion in Western Australia, from the government’s point of view at least, will be completed within an hour or maybe less. The Minister for Transport needs to respond in the debate and once this issue is completed, we will be able to move on to the other motion, which relates to seniors.

Question put and passed.

TRAFFIC CONGESTION

Motion

Resumed from 24 September on the following motion moved by Ms R. Saffioti —

That this house condemns the Minister for Transport for his false claims that he has fixed congestion in Western Australia.

MR D.C. NALDER (Alfred Cove — Minister for Transport) [4.02 pm]: I rise in response to the three hours of debate that occurred last sitting and I just want to contribute, for the record, what the government is doing in response to the congestion on the roads throughout the city of Perth. It comes on the back of information supplied by Main Roads that showed the morning peak period travel times from metropolitan centres to the Perth central area. At the time I mentioned a couple of the roads and how travel times had improved from 2009 through to 2013–14. At the same time, I acknowledge that on one of the eight routes I have listed in front of me the travel times did get worse by two minutes in that time.

I have a couple of retorts to the comments made by the member for West Swan. She extolled the virtues of traffic flow in Western Australia, but the first five minutes of her argument bemoaned the fact that everybody had left the chamber, particularly the media, and gone to the Council to watch the debate there. I see this as an important issue and therefore want to make sure that we get the facts right. The members for West Swan and Warnbro referred to a number of reports set in 2011 and 2012. In this table I am holding, which I could table if members want, travel figures from Main Roads are listed for Monday to Friday during the morning peak period from 7.30 am to 9.00 am in August and March. They are gathered twice per financial year and then averaged. They exclude public holidays or events such as industrial action and school holidays. Looking across some of these reports, it is interesting that between 2009 and 2011–12—opposition members referred to a lot of reports from that period—travel time for those routes got worse before they became better. There is a history of work that has been undertaken by this government to ensure that we improve our roads and make it easier for people to move around and about our city.

Perth is a great city. I have travelled extensively and I must say that whenever I come back home, I am relieved to be back here. There is a lot we have to be proud of. I believe it is one of the most liveable cities in the world. At times when we are in this place we often forget that because we have a number of constituents coming to us about a number of issues. There are always ways we can improve, but when I sit back and reflect, I believe this is one the greatest cities on earth and we are very privileged to live in Perth. That is not to say that we cannot always improve and strive to do better, which is certainly something we are doing.

One thing we have found is that the Liberal government has had to play catch-up over the last few years due to a lack of action on roads around Perth. As we discussed yesterday in the debate on the matter of public interest, the audit report showed that there was a big backlog of maintenance across the road network throughout the state. We are looking at not only what we need to do to provide better roads and public transport infrastructure, but also how we can do things smarter with the existing infrastructure we have. I have often talked about the need for smarter roads and smarter public transport. We know that Perth's population has grown from 1.38 million people in 2001 to an estimated 1.97 million in 2013. We know time is of the essence and that time lost is lost productivity, particularly for businesses. We are also cognisant of the fact that 50 per cent of the vehicles registered in Western Australia are commercial vehicles and they are using our road infrastructure for day-to-day activities to grow businesses.

On this side of the chamber we have talked about the projects we are undertaking. For example, underway right at the moment, which everybody who heads at the airport has seen, is the \$1 billion Gateway WA project. That is a fantastic project that is nearly 12 months ahead of schedule and well under budget, and it has allowed us to fix up other black spots around the city, particularly the one on record at Roe Highway–Berkshire Road. That is the largest road project that this state has ever undertaken. Coupled with that we will have the largest public transport project that this government has ever undertaken, with the \$2 billion Forrestfield–Airport Link project.

Several members interjected.

The ACTING SPEAKER (Mr N.W. Morton): Members! Member for West Swan, thank you.

Mr D.C. NALDER: This will establish a world-class public transport solution that goes to the airport. It will not only assist with the important tourism industry, but also open up the eastern corridor. This is the first government that has placed an emphasis on the eastern suburbs of Perth to allow that area to grow. To cut travel times from Forrestfield to the Perth CBD from 50 minutes to 24 minutes will well please the people from the eastern suburbs. Looking at the focus and attention that has historically been provided north and south, it is about time a government had the fortitude stand up for the eastern suburbs and put the infrastructure in place. We talk about the Gateway WA project being the largest Main Roads project ever undertaken, but at the end of this year we will go out to tender on four grade separations for the start of the NorthLink WA project.

A lot of the discussion in the last sitting about congestion centred on the member for West Swan looking at her area and the issues for her constituents in Ellenbrook. If the member is not already aware, I have a huge amount of pleasure in announcing that we will put a freeway through to Ellenbrook and Muchea. We will go out to tender at the end of this year for the grade separations on Benara Road, Collier Road, Morley Drive and Reid Highway. Commencing in 2016, we will then connect a dual freeway through to Ellenbrook and the single lane road each way going to Muchea. That is a \$1.126 billion project. This is about not only shifting freight through, but also relieving traffic pressure, particularly on Great Northern Highway. The member for Swan Hills has raised a number of concerns about the trucks and how they move along Great Northern Highway. It will also considerably improve congestion on West Swan Road and Lord Street. This one project alone is an important aspect around what the government is doing to support the needs of the broader community and the congestion that occurs in the whole breadth of our state.

Members talk about electorate projects, but it is not just that; it is about local safety. I had the pleasure recently of opening the \$8 million project for traffic lights at the intersection of Lord Street and Roe Highway. This was another black spot location where a considerable number of accidents occurred on a weekly basis. That project is delivered and done. Again, that supports the constituents in the electorate of the member for West Swan. On top of that, \$21 million was allocated to the Gnangara Road duplication project. We had to do that properly. I will explain one of the reasons it has taken so long, and I am sure the member for West Swan would know this.

Ms R. Saffioti interjected.

The ACTING SPEAKER: Member for West Swan, you are already on two calls.

Mr D.C. NALDER: That project had to go through an area of state forest and we wanted to make sure that we followed proper process. We were not going to put our bulldozers through a state forest without following proper process. We apologised for the delay. It was not our intention to delay the project, but we were following proper procedure and doing the job properly. Those are examples of the government providing better roads. The Perth Freight Link is coming. That is a \$1.5 billion project that will connect roads through to our ports and provide not only greater access for heavy vehicle movements, but also a proper intersection at the premier hospital of this city. This project is not only shifting freight, but also saving lives. We need to move on that as quickly as possible, because the intersection of Roe Highway at Kwinana Freeway was set up so that it could not be extended across the freeway. It is disgraceful that the previous Labor government ensured that Roe Highway could not be extended across the freeway, because it will create a bottleneck on South Street around Fiona Stanley Hospital with an anticipated 115 000 daily visitors and 35 000 people working at the Murdoch precinct.

The Liberal–National government is doing a lot of things to provide better public transport and road infrastructure for this state. I could touch on a heap of other projects. The government will extend the rail line to Butler and continue extending Mitchel Freeway north. It is widening the freeway south through to Armadale Road. I know there are other issues, but these projects will provide better roads.

I also want to mention smarter roads and smarter public transport. I know it has bugged a few people when I have talked about small projects that in isolation do not deliver a lot, but when they are combined and the government implements them one after the other, their effect is felt throughout the city. From a trial of traffic-light synchronisation, the department has been able to deliver a six-minute travel time improvement on Canning Highway between Riseley and Henley Streets with an eight per cent increase in traffic flow. The department has also put a trial in place on Orrong Road and last week the government announced it would roll traffic-light sequencing out for another 90 traffic lights. The government knows that will have an impact. I have talked about clearways in the CBD. The opposition criticised that and said it would not deliver much for people. It bugs members opposite that the government is getting on with the little things. The government is about looking after the little things, and the big things will look after themselves. The government is also creating big infrastructure projects to allow this city to grow. It is focusing on what can be done for not only private vehicle usage, but also freight movement to allow for productivity, which supports jobs in this state. I think this is important.

Do we have a plan? My word we have a plan! The government continues to develop that plan and it will continue to grow. I have talked about “Directions 2031” in the past. It is being remodelled for a projected population of 2.7 million. I have asked the department not to stop there and to consider public transport options for populations of 3.5 million and five million. It is difficult to make precise projections for a larger population of five million because technology will evolve, but these plans need to be living documents that continue to evolve. I want the document to be aspirational. It might be beyond my lifetime, but what could be better than laying the foundations to move towards an aspirational future for Perth, which in 50 or 60 years’ time could be a city of five million people?

I will touch on a couple of other projects. It obviously aggravates members opposite when I talk about the little one-per-centers. People often say that sweet fish taste the best. The department has commenced on-ramp merger trials. A lot of people guffawed a merger trial. I will be honest, when I saw the proposal for a merger trial my initial response was, “Strewth, is this going to do anything?” The department was convinced this would work and commenced trialling it on three on-ramps. I am waiting for the official report on those trials, but I have been given an indication that it is working very positively on one trial in particular. I will give members the example I was provided. Traffic cameras were installed at the start of the trial. Prior to the implementation of merger lanes, every morning up to 50 cars were blocked on the on-ramp. Since the commencement of the trial, zero cars have been blocked on the on-ramp in the morning. I admit that when I have travelled back from Bunbury in the past few weeks, I have come across congestion at Russell and Gibbs Roads through to Berrigan Drive. Once I travel beyond Berrigan Drive coming into the city, I can see no reason for it to be congested and blocked. Everybody is convinced it is to do with the traffic merging off Armadale Road. We need to look at some of the bottlenecks and to work on improving them, but I stand by Main Roads data that despite an increased level of traffic on the roads, the time taken to get from point to point has decreased. The evidence suggests an improvement. It does not suggest that more cars are using rat runs. In fact, traffic-light synchronisation means fewer cars in side streets because of better traffic flow on the main highway.

We have talked about better roads, but it is also about buses, rail and light rail. As the Minister for Transport I wanted to understand why people consider trains to be the better public transport option than buses. We have a massive bus fleet that has increased by 20 per cent over the last five to six years. The government has overseen a huge amount of investment in buses and a bus replacement program. I came up with three reasons that people were concerned about using buses. The first is that buses can be caught in traffic jams. The second is that people do not know when the next bus will arrive. The bus routes all have different timetables and unless people are familiar with their local bus stop, they do not necessarily understand the timetable. The third is that buses wind their way to the destination; they do not go directly and can take a long time to get people to where they need to go. Recently, the department awarded a contract for GPS trackers for buses. It will install GPS trackers in every Transperth bus, which will feed through to the Right Move Perth app—the public transport app—and will allow people to see exactly where their bus is. The department knows that this will improve people’s view of buses as a public transport option. The department also trialled a more direct bus route along Beaufort Street, which I have talked about a couple of times in this place. It is interesting that when the department ran a direct route into the city from Morley Galleria, the service ran every four minutes during peak period, but it now runs every three minutes. Interestingly, patronage on that bus has gone up 25 per cent. Now, 40 per cent of all people movement along Beaufort Street is on buses. If we can provide more direct routes, instead of having buses that wind their way through the community to get to a destination point, and if we can get buses moving along major arterial routes on a more regular basis, can we get increased levels of patronage? We have increased bus passenger numbers on Scarborough Beach Road, and I am looking at other sites. I want further analysis around

this space, because it is an existing infrastructure that we are starting to think about in a smarter way to shift people across the state. As I said, this is about doing things in a better way by building the right infrastructure but doing things in a smarter way.

In addition, the department has introduced technology for the first time. By August 2014, the Right Move Perth app had been downloaded 33 671 times, 57 750 screens were viewed and 187 000 push notifications were sent. Since its launch, 1 171 000 personalised push notifications about incidents have been sent via the app. These are notifications about specific routes that commuters have added to the app. Recently, I launched a new app to enable people to identify before they leave home which car park in the CBD has vacancies, so they can map which car park to move towards. They will be colour coded so that people will know which car parks are nearly full.

There are 62 980 people who have registered for SmartParker, and 71 755 vehicles are registered for SmartParker, and 62 846 vehicles are currently activated. Smarter solutions are working alongside better solutions to create this government's transport plan for our city.

I could go on for a long time. Originally, I wanted to share with everybody the complete plan, but my commitment to the opposition was that I would speak for only 20 minutes on this motion. This government is doing an enormous amount. I will not go through all the different road programs, but we have brought to the fore and are now doing a number of road projects that were put on the backburner by the Labor government. I am happy to share the table if the opposition would like to look at it and analyse it further.

Ms R. Saffioti: Table it.

Mr D.C. NALDER: I will table it.

[See paper 2294.]

Mr D.C. NALDER: I will go over the facts. This government will spend \$1.9 billion on public transport infrastructure over the next four years, with \$209 million on the new bus port, which will be completed by mid-2016; \$57 million on the Aubin Grove station, which will be completed by the end of 2016; \$358 million for world-class transport services to the new stadium; and \$244 million to buy 22 three-car B-series trains. There has been a 28 per cent increase in the size of the Transperth railcar fleet and 123 buses have been added to the Transperth fleet this year, with 1.8 million new bus kilometres. There are more than 5 000 additional parking bays at train stations network-wide, which is 50 per cent more than our 2008 commitment. We know that there continues to be pressure, so we have had to retrofit some stations.

It is interesting that Labor tries to claim the space of public transport. The average growth under the Liberal–National government has been five per cent per annum. Under the previous Labor government, funding for buses was 1.4 per cent.

Ms R. Saffioti: Of what—1.4 per cent of what?

Mr D.C. NALDER: It is the level of spending per annum. The average growth in passenger funding for buses was 1.4 per cent per annum.

I will move to cycling. As I shared earlier during question time, this government is committed to spending \$100 million on cycling infrastructure over the next four years. We are working with every cycling body. They meet on a bimonthly basis to talk through exactly what we can do. We are continuing to look at ways to improve the infrastructure. We have plans to ensure that we create greater connections to the CBD within a 12-kilometre radius through principal shared paths. In addition, every time we build a major freeway or railway line, we extend the cycle paths. I have asked that consideration be given to widening them even further. A lot of the cycle paths are three metres wide, so I have asked that when we start the north link, we create a freeway to Ellenbrook. If the freeway extended all the way from Ellenbrook to Fremantle, people would be able to get on the Mitchell and Kwinana Freeways and then head to Mandurah or Bunbury or into the CBD without going through a set of lights. It will be an amazing experience and will be completed by the end of 2018. There are a massive number of principal shared paths.

Mr R.F. Johnson: I just hope that doesn't cause more congestion on the Mitchell Freeway when I come to work!

Mr D.C. NALDER: No, which is why we are also doing the freight link to shift the trucks off the Kwinana Freeway and push them down onto Stock Road, which has a six-lane reserve to the Kwinana Freeway.

Mr R.F. Johnson: I'm more worried about the Mitchell Freeway.

Mr D.C. NALDER: They will not come in on the Mitchell Freeway.

I am conscious of the time and my commitment to stick to 20 minutes, so I will wind up. As I shared earlier during question time, there are a number of projects around cycling.

I will finish on customer satisfaction, because, at the end of the day, that is what is really important—are customers satisfied? Interestingly, the twenty-fourth annual Transperth passenger satisfaction monitor revealed that train passenger satisfaction increased to 89 per cent in 2014 from 84 per cent in 2013, bus passenger satisfaction increased to 83 per cent from 81 per cent, and ferry passenger satisfaction increased to 97 per cent from 96 per cent. These figures complement this year's Canstar Blue result. Transperth won the award for most satisfied customers for the third time in a row.

I have talked about what we are doing with our plan for road and public transport infrastructure. In addition, we are also making smarter roads by using the existing infrastructure in a smarter way for the betterment of all Western Australians. We will continue to work on this to ensure that we provide a good environment for all users, irrespective of which mode of transport they choose to use.

MS R. SAFFIOTI (West Swan) [4.25 pm] — in reply: I rise to conclude the debate on the opposition's motion —

That this house condemns the Minister for Transport for his false claims that he has fixed congestion in Western Australia.

Again, it was a disappointing contribution —

Mr D.C. Nalder: Where have I said in *Hansard* that I fixed it?

Ms R. SAFFIOTI: The minister has just had 25 minutes to address the issue, but he did not.

Mr D.C. Nalder interjected.

Ms R. SAFFIOTI: Mr Acting Speaker, I am not inviting interjections.

The ACTING SPEAKER (Mr N.W. Morton): The member is not inviting interjections. Thanks, minister.

Ms R. SAFFIOTI: The minister has just had 25 minutes to address this issue, but he failed to do so. Once again the minister has tried to launch some sort of political attack with some highly political notes provided by his advisers. Just saying that he has a plan does not mean that he has a plan. Just saying something does not mean it is true. The minister comes into this place again and again and tries to be the political headkicker of the government. But when he does that, he should not read the notes line by line—Labor is bad, Labor is bad, Labor is bad. It does not work.

The ACTING SPEAKER: Members, the conversations are a little distracting.

Ms R. SAFFIOTI: Is it a good party?

Several members interjected.

The ACTING SPEAKER: Now it is more distracting, member for West Swan!

Ms R. SAFFIOTI: I would expect more from my good friend the member for Swan Hills.

A member interjected.

Ms R. SAFFIOTI: He is out of his seat, Mr Acting Speaker. This is crazy stuff!

The ACTING SPEAKER: Back to the motion, member.

Ms R. SAFFIOTI: It is disappointing because when the minister says that he has a plan but does not release it and does not talk about it but just goes through a list of things, it again demonstrates that the government has not produced a comprehensive plan to address congestion throughout the metropolitan area. I find it offensive that the minister comes into this place and talks about public transport and bus figures during Labor's time in government, but tries to gloss over the fact that we built nearly 100 kilometres of train track during those eight years. He seems to have completely disregarded that fact.

Mr D.C. Nalder: It was commenced by which government?

Ms R. SAFFIOTI: Come on!

Mr D.C. Nalder: Did you like the acknowledgement we provided to Labor about Fiona Stanley Hospital at the opening?

Ms R. SAFFIOTI: Although I was part of the Reid review, I was not invited, minister. I was part of the Reid review that recommended the construction of that hospital, but I was not invited, so I do not know; I was not there. Yes, I was part of the Reid review that recommended the new hospital, but I was not invited, so I do not know who was acknowledged and, frankly, I do not care.

The Minister for Transport talks about public transport as though he has achieved something. He has built 8.5 kilometres of train track but he could not even do that properly. I cannot comprehend that he built 8.5 kilometres of train track to Butler but he could not put the right matting underneath it.

Mr D.C. Nalder: At least you're acknowledging it went to Butler! Your one nearly went to Rockingham and nearly went to Mandurah.

Ms R. SAFFIOTI: That is an interesting interjection from the minister. He has claimed that the Mandurah rail line did not go to Mandurah. That is not something I have ever heard the member for Mandurah say. In the minister's proposed Forrestfield rail line plan, what suburb is the Forrestfield rail station in? It is not in Forrestfield, I can tell the minister that! It is funny, because it is not in Forrestfield.

Mr D.C. Nalder: It is in the electorate of Forrestfield.

Ms R. SAFFIOTI: It is in the electorate of Forrestfield! The minister comes into this place again and again with his goofy interjections about the 70-kilometre Mandurah railway line not going into Mandurah, and then talks about a Forrestfield train station that is not even in the suburb of Forrestfield. The minister has misled the public. What suburb is the Belmont train station in? Does anyone have any guesses? It is not in Belmont. This minister comes in —

Dr A.D. Buti: It is in the electorate of Belmont.

Ms R. SAFFIOTI: This is the first time I have seen train stations named after electorates and not suburbs.

Mr D.C. Nalder: No, it is not, because you named it Forrestfield. In your election material it was named Forrestfield.

Ms R. SAFFIOTI: It is. Member for Mandurah, he is insulting the Mandurah railway line again. He is insulting —

Point of Order

Ms S.F. McGURK: I sit here and listen to a lot of debates, but the number of interjections by the minister is unnecessary. He has had a chance to make his arguments in this debate. Could I ask you, as Acting Speaker, to ask the minister to cease the interjections? It is very hard to follow.

The ACTING SPEAKER (Mr N.W. Morton): The member for West Swan initially said that she was not taking interjections and then started responding to the minister. If the member for West Swan does not want to receive interjections from the minister, she should direct her comments through the Chair. Minister, I ask you to refrain from interjecting.

Debate Resumed

Ms R. SAFFIOTI: I will accept your ruling, but given that every day in question time when we are invited to interject and we do, we get called to order, I find it interesting.

The minister comes in and completely ignores the fact that we built nearly 100 kilometres of train track during our term. He talks about bus patronage figures going up by only 1.5 per cent in our term. That is because we built a massive new train line; some people got off buses and onto trains and that affected the bus patronage numbers. The minister should not come in here and talk about bus patronage figures for our eight years and ignore the fact that we built the Perth–Mandurah train line, because that is misleading.

Mr D.C. Nalder: And failed to put in the buses to connect to it.

Ms R. SAFFIOTI: Honestly, this comes from someone who has done nothing, and then failed to build 8.5 kilometres of train track to Butler that does not make all the houses vibrate. Can members believe that? The only thing the government has done is build 8.5 kilometres of railway line, and it did not put the matting underneath.

Mr D.C. Nalder: You tell them —

Ms R. SAFFIOTI: I will tell them what? I will tell the residents whom the minister has not visited about the vibration. The member for Butler has commented that the government built 8.5 kilometres of train track and it did not put matting underneath to stop the vibrations.

Mr D.C. Nalder: I did not realise there was matting under the Mandurah railway line.

Ms R. SAFFIOTI: The Minister for Transport has not taken seriously the issues raised by the member for Butler. He is too busy trying to prepare political counter-attacks.

Mr D.C. Nalder: That is not true. We are getting a report done. We are doing an official study.

Ms R. SAFFIOTI: Go and meet them; do your job! I wish the Minister for Transport would do his job and meet those people and discuss their concerns. The Minister for Transport comes in here and ignores the entire Perth–Mandurah train line and states that the Mandurah railway line does not go right into the city centre of Mandurah. The key point I want to make is that the minister has announced a Forrestfield railway line that does

not go to Forrestfield. It does not go to the suburb of Forrestfield. He has announced a Belmont train station that is not in the suburb of Belmont.

Mr D.C. Nalder: Look at your election material.

Ms R. SAFFIOTI: Minister for Transport, let us not talk about election material, because the government's announcement is nothing like its election material. It is another unfunded and uncosted promise.

Mr D.C. Nalder: Careful of that one. I have the numbers of yours.

Ms R. SAFFIOTI: So do I. The government did not have the \$2.2 billion project costed by Treasury and the minister still cannot tell us what that \$2.2 billion represents. He comes in and tells us to be careful because he has our numbers. I have our numbers too! The minister should take some time and do his job properly instead of trying to be some sort of pathetic headkicker who reads attack lines, line by line, such as "Labor is bad", thinking that that works in this place. That does not cut it.

Mr D.C. Nalder interjected.

Ms R. SAFFIOTI: The minister talked about the Forrestfield railway line being the largest rail project undertaken in Western Australia. It might be the most costly, but it is not the largest. Tunnelling through the city centre, creating two new city stations and building 70 kilometres of train track to Mandurah is a slightly bigger project. The minister comes in here and says that the government is undertaking the biggest rail project in the state's history, but that is not true; it may be the biggest in cost, but not in any other sort of figure, such as patronage, number of stations, kilometres—you name it.

Mr D.C. Nalder interjected.

Point of Order

Mr W.J. JOHNSTON: The minister is constantly interjecting and I would ask for him to be called to order.

The ACTING SPEAKER: The member for West Swan has continued to engage with the minister. I have asked all members to cease interjecting, but the member for West Swan has continued after that ruling to engage with the Minister for Transport.

Mr W.J. JOHNSTON: Further to my point of order, the Speaker constantly reminds us during question time that it does not matter whether a member names us; that does not give us any excuse to interject. I am asking for the same rules that are applied to us to be applied to this minister.

The ACTING SPEAKER: The member for West Swan has the call and I would like to hear from the member for West Swan.

Debate Resumed

Ms R. SAFFIOTI: The minister allowed me to collect some further thoughts about his criticism of our rail project and our commitments. Remember the \$1.8 billion—whatever it was costed at at the time—railway project to the airport that does not look anything like the project that the government has just announced. The member for Cannington has asked a number of questions about projected boardings and other key issues regarding that train line, but the minister cannot give us any details on those issues. We know that Treasury did not cost it. We do not know the breakdown of \$2.2 billion. The minister misled us by getting confused about boardings and daily trips, and now he cannot give us a breakdown of where those boardings were coming from. The government went to make an announcement and it cannot give us a breakdown of those figures, yet the minister has the audacity to criticise our record on transport.

Let us go through it again. Government members like to stand and talk about the Great Eastern Highway upgrade and the Gateway WA project, but those two projects were funded and initiated by federal Labor. The minister talks about the government giving some credit to someone at Fiona Stanley Hospital, yet he stands and claims credit for a project that was almost entirely funded by the federal Labor government and that the state Liberal–National government rallied against. The minister talks about the NorthLinkWA project. Those three overpasses at Benara Road, Collier Road and Morley Drive were funded by federal Labor. NorthLink, or what was then known as the Perth–Darwin highway, was funded by federal Labor.

Mr D.C. Nalder: That's not right.

Ms R. SAFFIOTI: Yes, it was.

Mr D.C. Nalder: It was jointly funded.

Point of Order

Ms M.M. QUIRK: Mr Acting Speaker, I certainly heard your ruling fewer than five minutes ago. The minister continues to interject despite your ruling and I would like you, Mr Acting Speaker, to remind the minister that you made an unambiguous ruling.

The ACTING SPEAKER: Minister, please refrain from interjecting.

Debate Resumed

Ms R. SAFFIOTI: That was funded by federal Labor. I did not interject when the minister was on his feet, as I recall.

The government is completely rewriting history. The minister standing and reading out some notes does not mean it is true; it is not convincing anyone, particularly the people in this place. The minister referred to the Liberal government having to play catch-up on transport. In eight years it has delivered 8.5 kilometres of train track throughout the entire metropolitan area. The catch-up will be done by a state Labor government that will need to invest in rail infrastructure throughout our networks.

The minister talks about the Liberal government playing catch-up on transport. In eight years, the government has delivered 8.5 kilometres of train track throughout the entire metropolitan area. The catch-up on transport will be done by a state Labor government that will need to invest in rail infrastructure throughout the network. The minister talks about maintenance. This government addresses maintenance by cutting maintenance funding in the forward estimates. It is cutting funding to councils for local government roads. The minister refers to the one-per-centers and smarter roads, because there is no plan. Use a key line; it is an episode of *Utopia*. When all else fails, get a catchy name; let us call them the one-per-centers.

Mr D.C. Nalder: Smarter roads.

Ms R. SAFFIOTI: There we go; smarter roads. I am not inviting the member's interjection. Let us give them some key words —

Several members interjected.

The ACTING SPEAKER: Members, thank you.

Ms M.M. Quirk interjected.

The ACTING SPEAKER: That applies to all members, thanks, member for Girrawheen.

Ms R. SAFFIOTI: I will take that interjection. Where is the government's plan? Where is the draft plan that the government released in 2011 that it is trying to rewrite and rework? Where is the draft plan that stated that the Ellenbrook bus rapid transit way, Metro Area Express light rail and Yanchep extension were the three priority projects that provided the best cost-benefit ratio of any project in the state, which the government has abandoned? The Liberal Party took the MAX light rail project to the state election and said that commuters would be catching MAX light rail by 2018, but the project has now been abandoned. Today, the Minister for Transport basically said that MAX is dead when he talked about buses using bus lanes and that maybe that is enough. Members opposite promised an airport rail line on a route that would be fully funded and fully costed and delivered by 2018, but that has now disappeared. Animations were made for a bus rapid transit system to Ellenbrook that was pulled at the last minute. Animations and plans were made for the connection of the southern rail link to the Armadale line, which was completely abandoned, even though it was a key promise made by the member for Southern River. How about that? Before members opposite ask about Labor's plan for transport, they should look in their own backyard where there is chaos and dysfunction all over the place.

The minister believes that the issue of rat runs has been solved; they are no longer an issue. Again, he is ignoring the facts and what is happening out there in the community. Rat runs through my electorate, the member for Cannington's electorate and many other members' electorates continue to be a major issue. In relation to NorthLink, there is a massive congestion issue at West Swan Road and Lord Street. Another part of that jigsaw needs to be put in place. The government cannot just say that NorthLink will fix all the problems, because it will not. There needs to be further expansion of Lord Street or a reconfiguration of roads in the area to ensure that traffic in that area is dealt with. It is yet another disappointing response. The minister who has delivered nothing came into this place and attacked Labor's record on public transport. He talked about one-per-centers, because he has not delivered a comprehensive plan. The minister sits in this chamber, with his Forrestfield rail line costed at \$2.2 billion, but we do not know whether Treasury has costed that project or the breakdown of the costs. The minister confused boardings and daily trips and cannot say how he got to those figures anyway. He comes into this chamber and tries to attack Labor. To be taken seriously as a minister—I will refer to the Minister for Planning and how he dealt with my matter of public interest. The Minister for Planning referred to a key document—a review of road safety in Western Australia. He addressed the issue I raised seriously. He made some political points, but fair enough, this is Parliament. However, a minister stood and tried to kick Labor when his government is failing all over the place. The government cannot even deliver 8.5 kilometres of train track without stuffing it up by failing to put matting in the key places. The minister has not met with the residents to address this issue properly. The minister has not been able to do that, yet he comes into this place with his pathetic attempted attacks on Labor. He pulls out figures on bus patronage over eight years, but he ignores the fact that we built the Mandurah rail line and the Clarkson and Thornlie extensions.

Mr J. Norberger: Well, why won't anybody vote for you?

Ms R. SAFFIOTI: I am here. If the member wants to talk about voting, go and have a look at that Newspan, my friend. The member should seriously consider that Newspan. I was not going to raise it, but if the member wants to talk about polls, he should go look at that latest Newspan, because he will not be here!

Point of Order

Mr D.C. NALDER: Mr Acting Speaker, I am not sure what this has to do with the motion as far as congestion goes. The motion is about congestion.

Several members interjected.

The ACTING SPEAKER (Mr N.W. Morton): Members, the point of order will be heard in silence, thank you.

Mr D.C. NALDER: Thank you, Mr Acting Speaker. I think the motion is to do with congestion and we are moving into all sorts of areas that have no relevance to the debate.

Ms S.F. McGurk interjected.

The ACTING SPEAKER: Member for Fremantle, points of order will be heard in silence.

Mr W.J. JOHNSTON: The member is responding to the question in the motion about false claims. I think her comments are exactly relevant to her resolution to condemn the Minister for Transport for his false claims that he has fixed congestion. The member for Joondalup raised issues about the government's failures and the member properly responded to those issues.

The ACTING SPEAKER: I do not quite follow that, but I have said that we do not want interjections from the chamber. The member for West Swan has the call.

Debate Resumed

Ms R. SAFFIOTI: Let us bring it back to congestion. It is congested because of all the people running away from the Liberal Party at the moment. The number of people —

Several members interjected.

The ACTING SPEAKER: Member for West Swan, people continue to interject. Member for Armadale, I just made a ruling on interjections and the first thing you did was pipe up. Please, the member for West Swan has the call and I would like to hear from the member for West Swan. Members also need to take into account that Hansard is trying to record this.

Ms R. SAFFIOTI: Sure, Mr Acting Speaker, but you allowed the interjections, so this is what has happened.

In relation to congestion, like I said, the congestion that I see is the number of people who are rushing to say that the Premier is not good at his job.

Mr J. Norberger interjected.

Ms R. SAFFIOTI: What was that?

Several members interjected.

The ACTING SPEAKER: I did not hear the comment.

Ms R. SAFFIOTI: We were still here when the tide was out; the tide is not going to be going the member's way this time, I tell him now.

Mr D.A. Templeman interjected.

The ACTING SPEAKER: Member for Mandurah, I call you to order for the first time. Excuse me?

Mr W.J. Johnston: I said, "Oh, come on."

The ACTING SPEAKER: I call you to order, too, member for Cannington, and that is for the third time. I will not have reference made to the rulings of the Chair. Your contribution has 27 minutes, and I do not wish to hear interjections from the chamber.

Ms R. SAFFIOTI: This is a government without a plan that has failed to deliver in any real way. The minister talked about the delivery of light rail. I think he used the past tense—"delivered light rail". It was in a TV ad. Public transport has never been the Liberal Party's strong suit. The only projects that it can point to were funded and initiated by federal Labor.

I want to talk about the eastern suburbs. The Liberal Party is trying to run a key line that it is the only party that cares about the east. Look at Midland: police and Landgate are both initiatives undertaken by Labor. Midland now has the hospital. The hospital was a part of the Reid review, which I sat on, that recommended a rebuild of

a Midland hospital. Thanks a lot; the Reid review undertook good work, frankly. I sat on the Reid review for a number of years.

Mr D.C. Nalder: Another dream.

Ms R. SAFFIOTI: I thank the member for the interjection, I will take that one.

What did the government do? Before the election the Premier said that he would build a university in Midland. I saw the wry smile of the member for Swan Hills! We are waiting for that university. A key election promise of the government was to build a university. Remember the 50 election commitments the government claimed it delivered? Midland university was on that list, and I think the election material said that it was “underway”.

Mr D.A. Templeman: It was.

Ms R. SAFFIOTI: Yes.

Dr A.D. Buti: The virtual university.

Ms R. SAFFIOTI: Yes, the virtual university.

Mr F.A. Alban: Tell me about all the good things you did, member for West Swan?

The ACTING SPEAKER: Member for Swan Hills, I call you to order for the first time.

Point of Order

Mr W.J. JOHNSTON: On a point of order, I note that that was the third member of the Liberal Party to interject on the member for West Swan.

The ACTING SPEAKER: Thanks for keeping count, member for Cannington.

Debate Resumed

Ms R. SAFFIOTI: In response to the member for Swan Hills’s interjection: Ellenbrook Secondary College, about four primary schools, the police station and the Reid Highway–Middle Swan Bridge. They are the things committed to under the former state Labor government, even though the Liberal–National government is claiming credit for a number of them.

It has been a fiery debate, but the minister’s performance has been disappointing. He should get across his portfolio, deliver in key areas and not use key lines run from a bad *Utopia* episode. He should not come in here and try to be a headkicker or read from his key documents all the time because it does not work. I know he is practising every day, but his performance is not getting any better. This motion states that this government has failed to fix congestion and has no real plan to fix it. For the minister to say that the government has fixed rat runs is another stretch of the truth. It is another exaggeration on which the opposition will continue to hold the government to account.

Division

Question put and a division taken, the Acting Speaker (Mr N.W. Morton) casting his vote with the noes, with the following result —

Ayes (18)

Dr A.D. Buti	Mr D.J. Kelly	Mr J.R. Quigley	Mr P.B. Watson
Mr R.H. Cook	Mr M. McGowan	Ms M.M. Quirk	Mr B.S. Wyatt
Ms J. Farrer	Ms S.F. McGurk	Mrs M.H. Roberts	Mr D.A. Templeman (<i>Teller</i>)
Ms J.M. Freeman	Mr M.P. Murray	Ms R. Saffioti	
Mr W.J. Johnston	Mr P. Papalia	Mr C.J. Tallentire	

Noes (30)

Mr P. Abetz	Mr J.H.D. Day	Mr S.K. L’Estrange	Mr J. Norberger
Mr F.A. Alban	Ms E. Evangel	Mr R.S. Love	Mr D.T. Redman
Mr I.C. Blayney	Mr J.M. Francis	Mr W.R. Marmion	Mr A.J. Simpson
Mr I.M. Britza	Mrs G.J. Godfrey	Mr J.E. McGrath	Mr M.H. Taylor
Mr G.M. Castrilli	Dr K.D. Hames	Mr P.T. Miles	Mr T.K. Waldron
Mr V.A. Catania	Mr C.D. Hatton	Ms A.R. Mitchell	Mr A. Krsticevic (<i>Teller</i>)
Mr M.J. Cowper	Mr A.P. Jacob	Mr N.W. Morton	
Ms M.J. Davies	Mr R.F. Johnson	Mr D.C. Nalder	

Pairs

Mr P.C. Tinley	Mrs L.M. Harvey
Ms L.L. Baker	Dr G.G. Jacobs
Mr F.M. Logan	Ms W.M. Duncan

Question thus negatived.

STATE BUDGET — IMPACT ON SENIORS AND VULNERABLE PEOPLE*Motion*

MS M.M. QUIRK (Girrawheen) [4.56 pm]: I move —

That this house condemns the Barnett government for the impact its mismanagement of the state budget is having on seniors and vulnerable people in our community.

The financial mismanagement of the Barnett government means that when the federal government abolished funding for states to deliver concessions to state Seniors Card holders and pensioners by \$24.5 million a year, it was not in a position to absorb those cuts. The state government's budget mismanagement has necessitated cuts to private vehicle concessions on car registrations, with seniors and pensioners hit hardest by increases as high as 75 per cent. It means that changes to the security rebate eligibility—a broken election promise—locks out 97 per cent of seniors. It means that Treasurer Nahan has to review all concessions, with further cuts to come at or before the next budget. The review of concessions will mean possible cuts to discounts on local government rates, the emergency services levy, water rates and free bus and train travel. All those things are at risk.

The government's financial mismanagement means that the annual cost-of-living rebate has been halved; it has reduced to \$82 for single seniors and \$123 for couples, thereby saving \$21 million. Those cuts affect 306 000 Western Australian seniors. The cost-of-living allowance is stretched further with electricity prices continuing to rise by 4.5 per cent and water prices by six per cent. In fact, since Colin Barnett was elected in 2008, household bills have increased by 50 per cent. Those things are coupled with federal cuts to level the old-age and disability pension increases, a possible \$7 tax for each visit to a general practitioner, an increase in prescriptions by \$5, and the abolition of the seniors supplement worth up to \$876 a year. These cuts all add up. The cumulative impact is more than a minor inconvenience, and it involves more than swapping to cheaper brands in the supermarket aisle; it is about going without altogether. That is why seniors are grumpy, as the Premier says, and rightly so. In an article by Brendon Foster published in *The Guardian* on 9 July 2014, the Premier was reported as commenting at the 500 Club —

“When you're in a second term, issues that might seem to be relatively insignificant add up.

“We've got grumpy pensioners over pension concessions and entitlements, a group of grumpy people over the price of housing or the cost of living.

The article also states —

Among the “relatively insignificant” issues Barnett seemed to be referring to is his government's recent slashing of the seniors' cost of living rebate in half, which saw the single seniors' payment reduced to \$82 from \$163 in the next financial year. Couples get \$123 instead of \$245.

Leaving aside the fact that those attending the exclusive lunch would have paid an amount equivalent to the annual cost-of-living rebate grudgingly given to “grumpy” seniors, these remarks show a complete lack of empathy for and a lack of any real understanding of the impact the government's cuts have had on seniors. This is not an isolated incident and it is not a question of the Premier just having a bad day. Repeatedly, when confronted on talkback radio, the Premier's standard line is that he “acknowledges” that people are doing it tough. However, his actions and his lack of respect for seniors suggest otherwise. An interview with Yasmine Phillips of PerthNow on 24 July 2014 reads, in part —

PERTHNOW: We've seen WA seniors taking a little bit of a hit lately with recent announcements, how do you think that today's seniors fare in terms of support and assistance?

PREMIER: I acknowledge —

Those famous words again —

that people who have retired, may be on fixed incomes, people in pensions, it is a struggle. The cost of living is higher in Perth than most other parts of the country and there are all sorts of increases in not only utilities, but also the price of food. Lyn is always telling me when you go shopping, it seems to be more and more expensive every week.

To equate the dilemmas of his wife at the supermarket with the daily challenges our seniors face is glib, trite and outright disturbing.

In the time remaining, I want to focus on how the Barnett government's mismanagement and cuts to seniors have impacted disproportionately on that cohort and in ways the Premier apparently does not appreciate or understand. I am indebted to the Council on the Ageing Western Australia, which made a submission to a current inquiry of the Community Development and Justice Standing Committee. The submission is public, and in it the council makes a number of cogent points that I would like to refer to.

Firstly, it makes the point that concessions are an important aspect of retirement income policy and should not be seen in isolation from other aspects of retirement incomes. Planning for financial security in later life is a long-term activity and people have made plans in light of existing concession frameworks; any sudden change to those concessions will seriously disrupt those plans. Likewise, seniors' finances are largely inflexible, and sudden changes to income streams that have been anticipated and acted upon in good faith can be catastrophic. Measuring poverty is fraught with difficulty, but poverty appears to be prevalent amongst some seniors and on the increase. According to Poverty Living, 40 per cent of Australian seniors live in poverty. That figure is particularly alarming when compared with the figure for the Netherlands, where only 1.7 per cent of seniors live below the poverty line.

The impact of concessions should also not be understated in the context of the reduction of social isolation. A decrease in social isolation leads to better mental health outcomes and wellbeing, and we need to be mindful of that. The concessions that have the most impact on social isolation are concessions for drivers' licences, motor vehicle registration and public transport. There is a direct nexus between those sorts of concessions and a senior's ability to volunteer. Members will recall the seniors' rally outside Parliament earlier this year; a number of the people present at the rally, in addition to callers to talkback radio, talked about the fact that if concessions were to be reduced, they would have to reconsider the extent of their volunteering.

Volunteering is one of the ways that seniors give back to the community and gain a sense of personal worth and community involvement. They feel valued, they should be valued, and they certainly contribute greatly. The value of volunteering to the economy has been well researched. The annual contribution of volunteers to the Western Australian economy is estimated at more than \$9 billion. In that context, concessions facilitate volunteering, which is definitely a net benefit to the community rather than a cost. It is vital that the concessions framework is well targeted and structured to facilitate the continuation of seniors' volunteering.

Another issue that the Premier does not appreciate when he says that he "acknowledges" that people might be struggling is the issue of depression. As people grow older, they experience significant life changes that put them at increased risk of depression. There are several causes and risk factors that contribute to the onset of depression amongst older Australians, and they include health problems; illnesses that might cause disabilities; chronic or severe pain; cognitive decline; damage to body image due to surgery or disease; loneliness and isolation; living alone; a dwindling social circle due to the death of friends; relocation or downsizing; decreased mobility due to illness; loss of driving privileges; reduced sense of self-worth and purpose; loss of identity due to retirement; and physical limitations on activities. Fear might also lead to depression—for example, fear of death or dying; anxiety over financial problems or health issues; and recent bereavement, including the deaths of family members, friends, pets and spouses or partners. They are all contributing factors.

Although public attention has been focused on youth suicide and the rate of suicide amongst people under the age of 35, few people are aware that those aged 75 and above, particularly males, are also at very high risk of suicide. In fact, older people's access to mental health services in Western Australia has fallen behind the rest of the population, and rates of suicide in Australia are highest amongst men aged 85 and over. Concessions can play an important part in alleviating depression and suicide amongst seniors. It is important that concessions are well targeted to meet the needs of older people at risk of mental health problems and suicide.

Another major cost of living issue that impacts upon seniors' capacity to survive is housing. The private rental market is often the only option for older Australians, as there is a critical shortage of public and social housing. Currently, around 12 per cent over the age of 65 in Australia are renters, with one-third of them in public housing and two-thirds in private rental accommodation. It has also been recorded that there has been an increase in homelessness amongst older people, particularly older women, and an increase in older people suffering from housing stress. According to the Council on the Ageing Western Australia, between 2011–12 and 2012–13 there was an increase of 14 per cent in the number of people over 55 years of age seeking support from specialist services. COTA made the observation that this underestimates the total number because it believes that older people who are homeless or at risk of homelessness are less likely to use specialist services, particularly when they are homeless for the first time.

An increasingly popular housing alternative is lifestyle villages and caravan parks. These are often seen as affordable types of retirement living as they have lower capital costs than retirement villages and do not attract the same level of management and ongoing fees. It allows some people with the capacity to downsize to a tree change or a sea change. It gives some people the capacity to move from a private rental into something that they own, if they have enough modest superannuation to buy in. However, as we have heard in this place for a number of years, there is a lack of consumer protections for people living in those forms of accommodation. They are not covered by retirement village legislation and they are also not adequately covered by residential tenancy legislation. We are awaiting the so-called second tranche of laws to be introduced by the Barnett government to give greater security to this cohort of seniors.

On the positive side, people are living longer and are healthier than at any time in human history. This is obviously something that we should celebrate, but it conversely leads to the argument—one that the federal

Treasurer has been known to use from time to time—that with a growing number of people living longer, there is the rhetoric that the ageing population will bankrupt the community. Seniors feel in some way responsible for the financial wellbeing of the community.

There is also the fear of crime. That makes it problematic as to whether seniors want to go out and about and participate in the wider community. Although we know that victimisation is low, seniors do things such as avoid public transport for fear of crime. The budget mismanagement of the Barnett government has meant that police numbers are not sufficiently high to act as a deterrent to those unfeeling thugs who prey on seniors, especially those who seriously assault seniors in their own homes. Offenders may be caught after the event, but that victim will never again feel secure in their own home. They will always carry the trauma with them. Frequently following a violent assault, their health deteriorates rapidly.

I now refer to the discrimination of older workers. As we all know, this is widespread and requires a major change of culture in employers. Even if a senior does not want to be a drain on the community and even if a senior wants to continue to earn money through employment, there simply are not the options. The Equal Opportunity Commission of Western Australia has had substantial budget cuts. That has reduced the capacity for that organisation to provide an educative function to would-be employers about the usefulness and value of senior employees. Because of this government's budget mismanagement, the Equal Opportunity Commission also has fewer resources to pursue claims of age discrimination on behalf of job seekers. Not only that, older people seeking to reskill are met with sharp rises in TAFE fees imposed by the state government. Again, that will act as an impediment to retraining. Unlike other states, there is no specific earmarked service for mature-age job seekers who have trouble finding employment because of outdated job skills. This of course also discourages them from seeking further employment.

I now want to mention a matter that came to my attention today. I am pleased to say that my very efficient electorate staff have managed to resolve the issue. It goes to the level of the Premier's denial about the kinds of issues that seniors face every day. The member for Warnbro and I received an email. I do not have the permission of the correspondents to use their names, so I will need to edit it slightly. It states in part —

I am writing to you on behalf of my partner & his family who reside in Esperance. His father ... has late stage alzheimers and has been cared for at home by his mother ...

I am not sure if you are aware that the Dementia section of the Esperance nursing home is full. A much touted 25 bed extension to the nursing home is not happening as there is no funding.

At a public meeting on Friday representatives of several families were told they would have to make plans to move their parents/husbands/wives out of Esperance as there was no possibility in the near to medium term that they could be accommodated in the Nursing home in Esperance. This just compounds the distress & suffering these families are already feeling. What is happening in Esperance? Why is there no funding for something so critical to the community?

My partner's mother had been battling on caring for her husband who has late stage alzheimers in the vain hope that he would be able to stay in Esperance once a bad became available. Late last week my partner's father was admitted to Esperance hospital, as it was clear to the medical staff in A&E that mum desperately needed respite.

After a few days in hospital, mum was advised that the hospital would not release him back to her care because his behavioural issues were at such a level she could not manage him and he needed to be admitted to a secure care home with 24/7 coverage. The hospital advised her that they would keep him sedated in hospital until she could find a place in a home for him. Then she must transport him from hospital to the home—there is no possibility of assistance from ST Johns/RFDS.

We have found a space for him ... in Maylands near to our house ...

However, Dad's GP will not sign Virgin Australia's medical clearance form to allow him to travel by air to Perth as he judges his behaviour, even sedated, as too unpredictable.

So we are left with the only alternative to try to drive an elderly sedated dementia patient by car to Perth. Mum finds it almost impossible to drive him around Esperance as he is always undoing his seat belt & trying to open the car door whilst in motion. An 8 hour journey to Perth just fills her with dread and is very distressing. What risk does this pose not only to the patient but the driver & passenger trying to control ...

That is a dilemma that the member for Warnbro and I were made aware of today. I am very pleased to say, thanks to my excellent electorate officers, that it looks as though the Royal Flying Doctor Service will now take that patient. Frankly, that is an example of the kind of issue that affects hundreds of families on a weekly, if not daily, basis. The Premier can say that he acknowledges there are problems, but he does not fully understand the extent of suffering and neglect that a failure to deliver resources can have on those most in need.

I wanted to make one final observation. I went to the Retirees WA annual general meeting a couple of weeks ago. Members who have been to that will know that it is not a hotbed of radicalism! Hon Max Evans and Hon Clive Griffiths regularly attend and they were there on that occasion. We were advised at that meeting that Retirees WA had secured 7 500 signatures on a petition for a commissioner for seniors—an older persons commissioner. I queried why we needed one and I was told that the minister was busy with other things and could not act as an advocate on seniors' behalf and they did not feel they were being listened to. To me that is a sorry state of affairs. It is also a sorry state of affairs when private nursing homes have the federal government's longstanding payroll concession of a nine per cent cut, frankly, putting them at risk. When representatives sought an appointment with the Minister for Seniors and Volunteering, they were told that he deals only with healthy seniors. Again, that is a major issue concerning the provision of care to elderly Western Australians that is just ignored by this government. It is a question of this government having the wrong priorities. The budget cuts are seriously impacting on basic service delivery. We have a situation in which the need is now. It is not the case that, in the words of Bill Cosby, old is always 15 years from now. In this case, people need the services and need to be listened to now. They do not need to wait until after the football stadium has been built, Elizabeth Quay has been constructed or the Museum has been finished before the government turns its attention to the crucial needs of seniors. I say to the Premier, who acknowledges the so-called struggle that seniors have, that actions speak louder than words and I hope that he reviews this budget's priorities and directs his attention to seniors, who deserve to be listened to and who deserve our respect.

MR D.A. TEMPLEMAN (Mandurah) [5.22 pm]: I am very keen to make a contribution this afternoon to a motion that I believe has been carefully worded. It is carefully worded for a specific reason—that is, to alert the house. Quite often, motions in private members' business highlight or issue a condemnation of the government. This motion before us, however, is focused on alerting the government to the impact that its mishandling of the budget has on the people of Western Australia, specifically, of course, seniors.

I was going to go on at great length to talk about in general the various increases in costs that have been imposed on families, individuals and seniors in Western Australia by this government. In her contribution, the member for Girrawheen very clearly outlined just some of the cost-of-living increases that have been borne by a cross-section of our community. We know that the annual cost of living since the Barnett government was elected in 2008 has increased by over \$2 500. There have been significant increases in charges for basics such as water and electricity consistently, which have compounded the problem for people living on fixed incomes and pensions, with them having to bear those increases in the cost of living. We know that electricity charges under this government have increased by over 70 per cent—I understand 77 per cent—since 2008. We know that water charges have gone up by 90 per cent under this government. We know that car registration charges have gone up by 60 per cent under this government. We know that there have been, of course, cuts by the federal Abbott government that will impact on seniors, including cuts to the seniors supplement and changes to the indexation of pensions with regards to the means-testing of incomes, the asset threshold et cetera. We also know that rental costs have increased, so anybody on a fixed and low income or on a pension and in their senior years is bearing the brunt. Of course, the federal Treasurer, Joe Hockey, says that everyone should take part in the heavy lifting.

I will share with members a number of responses—numbering in the hundreds—that I have had in the last month to a newsletter I sent out, which was specifically responded to by seniors in Mandurah. I will use the words of the people of Mandurah, the seniors in Mandurah, to highlight to this government, this minister and, ultimately and particularly, this Premier, as this motion seeks to do, the impact that the Liberal–National government is having on those seniors in our community, who of course we know number in the hundreds of thousands. I will let the people of Mandurah do the speaking tonight. These are real people who live in what I consider to be the best city in Western Australia and the place many of them have chosen to live for many, many years. I will highlight to the house some responses from people in Mandurah about this Barnett government, its handling of the budget and, indeed, its priorities. I look to one of the recent cuts, which was to the licence rebate. R.J. Aurisch from Coodanup said —

David my licence went from \$54.30 to \$129.60 and when I in quite at licence centre I was told that it was after the rebate 50%. Over all I paid \$85.20 more than last year ... Why the difference?

We know the reason: the Barnett government cut the licence rebate.

D. Buchanan-Paterson of Coodanup said —

Joe hockey's Budget is only about punishing the poor. The Barnett Government has punished the poor and wasted money on the Premier's office, shark culls and the list goes on. Looking after "fat cats". I used to be a Liberal voter not anymore. Disgusted!

The response from Bruce and Lorraine McGarry from central Mandurah stated —

I am an aged pensioner in my 70's and my wife a disability pension. We cannot understand why the Liberal gov't attacks us and dos'nt touch the well off people

The future under Liberal is bleak.

Ms Ashley in Meadow Springs, Mandurah responded —

The audacity of Mr Barnett & the Liberal Party towards seniors is beyond comprehension.

Wayne Abbott responded —

This Govt ... they give with one hand and take with the other. We have worked hard for a long time to retire & Mr. Barnett is someone you cannot trust.

This response is from Eric Hind. I know Eric; he is a great bloke and he has been in Mandurah for a long time. His response reads —

What can you expect from Barnett. He should have retired years ago

Ms Booth and Mr Ward of Meadow Springs responded —

Why doesn't Mr Barnett get into the real world where there is pain & suffering for lots of people. He will never be a poor pensioner & know what its like to struggle. He's nothing but a liar.

I know that is unparliamentary, but I am reading from a letter and quoting a constituent —

He can sit in his "Emperor's Palace" & think what a clever man he is NOT.

Len and Margaret Makin responded —

Liberal governments are living up to their reputation of being mean and tricky.

Ms Nobbs of Alondra Way responded —

Totally disgusted. I don't see pay rises or perks of the job being taken from the polities. I was always taught to lead by example.

Withdrawal of Remark

The ACTING SPEAKER (Ms L.L. Baker): Member for Mandurah, I need to ask you to withdraw that, because it appears that that kind of indirect assault is not appropriate—the word you used.

Mr D.A. TEMPLEMAN: Do you mean "Totally disgusted"?

The ACTING SPEAKER: No, the word you used earlier.

Mr D.A. TEMPLEMAN: The one that I read out—the "liar" one? On behalf of Ms Booth and Mr Ward, do I have to withdraw "liar"?

The ACTING SPEAKER: You do, member.

Mr D.A. TEMPLEMAN: I withdraw on their behalf.

The ACTING SPEAKER: I have been given advice that that is the correct procedure.

Dr A.D. BUTI: Madam Acting Speaker, just a clarification. It is a letter. Are we going to be censoring third party documents in the Parliament?

The ACTING SPEAKER: Standing orders say that you cannot indirectly imply that either. It was not implied, it was spoken specifically, and standing orders are very clear that that is not okay. I am sorry, member.

Dr A.D. BUTI: Further to my point of order, the member for Mandurah is not implying anything; he is reading a letter. He is not making any judgement on the veracity of that word. If he is to withdraw it, what will *Hansard* record? Will it just black out that word? How is that reported in *Hansard*?

The ACTING SPEAKER: I asked the member to withdraw the word that he used. We can move on.

Dr A.D. BUTI: I know what you have done, Madam Acting Speaker. I am just seeking clarification because I think it is important. Any time someone reads something out, it does not necessarily mean they are making a judgement or an implication on the veracity of those words.

The ACTING SPEAKER: Member, I am sorry; it is just not possible. You are not allowed to do it, full stop.

Dr A.D. BUTI: Therefore, is the ruling that members can never ever in this Parliament utter the words "lie" or "liar"?

The ACTING SPEAKER: If the member would like to sit down, I will read standing order 92, "Imputations and personal reflections" —

Imputations of improper motives and personal reflections on the Sovereign, the Governor, a judicial officer or members of the Assembly or the Council are disorderly other than by substantive motion.

It is clear that any imputation such as the one made by the member for Mandurah need to be withdrawn because they are not permitted in the Parliament.

Mr D.A. TEMPLEMAN: I think I did withdraw.

The ACTING SPEAKER: Thank you, member.

Debate Resumed

Mr D.A. TEMPLEMAN: S. and R. Hession from Lakelands responded —

‘Shocking’ We have never seen a Government treating the seniors like this. It seems that senior’s are carrying the burden.

Bill and Kath Dean, whom I know very well, in Mandurah, responded —

It is bad enough putting up the normal services eg Electricity, water, ect. But the killer blow especially for single pensioners is the car licence which it is essential to have the car for Doctors, specialists, hospitals as well as Dentists and shopping makes life very hard for over 80’s trying to keep out of old peoples homes.

I do not know whether I will be challenged in reading some of these, but the response from Mr Hawthorn reads —

Colin Barnett Tony Abbot has stabbed the Liberal Voters in the back.

These are people are normally Liberal voters —

The deserving poor get poorer Rich get Richer.

I do not know about these responses, but Mr Hawthorn continues and says —

Colin Barnett most arrogant Premier ever.

I do not know whether that is going to be ruled out of the order.

The ACTING SPEAKER: Member, it is really the word that you know we are not allowed to use in this house that was of offence.

Mr D.A. TEMPLEMAN: I will continue —

Why should he care. He’s made for life, ie Great Pension for life. Why bother with Seniors etc

The response from Mr Mickan, Harper Court, Mandurah reads —

This government has no respect low income seniors. They spend money on rubbish (eg.) new football oval, Elizabeth Quay, ect.

I point out that is a theme that is coming out that is very interesting.

Ms Eves from central Mandurah responded —

Why target pensioners? We have contributed all our lives and they now want to take away from us.

Mr Cook from Greenfields responded —

I am on disability pension and need these rebates to survive. Its just not fair.

I know Barnett doesn’t care about people suffering, he will be out eventually on his massive retirement super which is tax payers money. I will be selling everything to live.

Ms Foy of Greenfields responded —

We are already feeling the effects of Colin Barnetts budget. His mismanagement is legendary—how much more of W.A.’s money is he going to waste

Mr Hunter from Mandurah responded —

Barnett has no idea how to govern this state with consultation.

Mr Gallagher responded —

The banks raided retirees’ super funds—no recourse!

Barnett & his so-called “cabinet” of clowns are doing it yet again—stop the rot.

Dr A.D. Buti: Member, are you sure they are from your electorate or are they the back bench of the Liberal Party?

Mr D.A. TEMPLEMAN: They could be. Mr and Mrs Cock from Lakelands responded —

Pension doesn’t stretch far enough. We used the last of our savings to instal solar panels thinking this would cut our power costs—Ha! Ha! Even our miserable buy back has been cut!

The response from J. and M. Seal of Mandurah states —

don't you feel a little bit sorry for Colin et al. After all, he wants to leave behind a memorial to himself (ditto Bell Tower & Richard) a big sports stadium & Elizabeth Quay—some one has to pay for it. Take it from the pensioners, after all, they will only be here for a few more years. And some people voted this lot ...

Don't treat us like mugs, Colin. There's an election soon.

The member for Joondalup made an interesting interjection in the last debate and then he slunk down in his seat when he was reminded about taunting people about being "losers", as he called them. He is not in the chamber now. Many of these people normally vote Liberal; they are not rusted-on Labor voters. The theme that is coming back consistently in people's responses is that they now feel they were duped at the last election—duped by you lot on other side! They will to be waiting for members opposite. That is why some members opposite who might think they have a nice safe margin of five per cent and even 10 per cent for some first-timers should be very careful what they say in here, because I tell you what, they would hate to be known as a one-termer. There ain't nothing worse than a one-termer! Some members opposite do not listen to what these people are saying. They should not follow the party room line when the emperor gets up and tells them what is happening, how the state is going wonderfully, that it is fine for the state to have a debt that is out of control, that the government can keep spending and promising all sorts of things and that Western Australians will not hold us accountable. Just remember, when he goes, he will go off to his place in Cottesloe and be on his very generous superannuation. He will not have to worry about the debris that he has left behind. If some members opposite survive the next election and they are sitting on this side, they will be very embarrassed by the situation they have been left in. If some of them do not survive and become former members, they will join an interesting list of people who have sat in this place for only one term. Just be careful; do not be too cocky. Hello; the member for Balcatta has left the chamber, too! He was a bit nervous. I could see him squirming.

Max Martin, who is a great bloke from Coodanup, says, "Barnett is a dictator. Living off our money." He is a man of few words but they are very powerful. Ms Cross from San Remo says —

Instead of treating our seniors in this way our government should be embracing them, meeting their needs and showing them the gratitude they deserve. After all Australia was built upon them. To-days generation owes much to their hard work and sacrifices. Shame on you Mr Barnett/Abbott. You will not be remembered for icons but for the fact that you dishonoured, degraded and demoralized those who enabled you to enjoy the wealth and comforts that you do to-day.

I could not have said it any better. Ms Cross is in *Hansard* for the rest of her life and beyond. Mr Hanigan from Lakelands says —

1. WA needs to stand up more strongly against Abbot's GST cuts to this state!

I think we all agree with that —

2. Barnett is most unfair making seniors pay for his budget shortfall.

He also says —

What about our miners making big \$'s??

T. and V. McGovern say, "After all the belt tightening, what comes next? Noose tightening."

Mr Lister from Mandurah says —

Liberals always take from the poor, never the rich to make up for there blunders.

He does have a very nice postscript —

Keep up the good work Mr Templeman!

Thank you, Mr Lister. Mr McArdle from San Remo says —

After a lifetime of work and planning for a retirement, it is very difficult to manage if the government takes money away from you. It is too late to try to get employment to supplement the pension. "How can you plan for this".

[Member's time extended.]

Mr D.A. TEMPLEMAN: I have hundreds of responses to read, but I will not read them all. I just want to give members a theme. I asked these people for an email address but some of them said that they cannot afford a computer, which is real; it is a fact. Ms Bickley from Coodanup says —

Sorry we are still living, according to the Liberal Gov we are suppose to be dead at 50.

Colin Barnett should never been voted in. He is nothing but —

I do not know about this bit either.

The ACTING SPEAKER: Perhaps you should not use it.

Mr D.A. TEMPLEMAN: It is not the “I” word, but she says —

He is nothing but a idiot. It’s the Pensioner who has to suffer, we are battling to make ends meet now. Why should we suffer. I have been paying tax since I was 14.

I know Ms Bickley. She is a great Australian woman.

Dr A.D. Buti: Does she have enough blankets to keep her warm?

Mr D.A. TEMPLEMAN: She is a great Australian woman. She is an older lady, so she is one of that generation of remarkable Australians who have seen remarkable stuff throughout their lives and made a great contribution to the fabric of our nation. The trouble with this government is that it takes a little slice here and makes a little cut there and then says that there will be a bit of pain for some. However, it does not realise—this is what I have tried to say on a number of occasions, particularly to some of the new termers—that these very people not only remember what happens, but also are part of what we sometimes call the chattering class, so they talk. When they talk, they are forceful and when they make up their mind about certain things, they tell everyone; they tell their family members, their neighbours, their friends and the people in their social groups. When they start steamrolling along, that is when the guys and ladies opposite are in trouble, because they are almost unstoppable.

Ms Creasey of Dudley Park says —

Now we are old, after working all of our years, paying in for our twilight years, you are going to stop it. You have no right to do this, as it is our money, not yours, you get too much money anyway.

I will finish with two final comments. Mrs Stocks of Dudley Park, which I think is in the member for Dawesville’s electorate, says —

Not impressed with Barnett Liberal Government.

There are so many homeless which is only going to increase with pensioners joining them. Such a shame to see the “lucky country” in such disaray.

Finally, Mr Ray Ashby from Mandurah says —

Barnett/Abbott gov’ts are very narrow minded. We seniors are one of the few generations who will have paid taxes for the duration of their full working life.

There are many more responses. A number of them indicated that they were Liberal voters but will change their vote next time. However, that is not really the point. The point is that this motion seeks to highlight to the government that people are hurting. It is all very well to have wonderful monuments that it can say are tributes to itself, but when those monuments do not deliver outcomes for people who are hurting and are experiencing difficulty in trying to make their budgets add up at the end of the month and the government stops listening—I think this government stopped listening a long time ago—as the late former member for South Perth, Hon Phil Pandal, said many a time in the chamber in his deep resonating voice, “You will rue the day.” Some members opposite will rue the day that they followed like lambs this Premier, on whom some continue to lavish with unbelievably brown-nosing comments. I have never heard the like in all my life. It will be to their detriment, because he does not care about them. He has an exit plan. Most of us are not on the superannuation scheme that he is on. Do not be tricked when he goes into the party room and says how wonderfully the government is doing. That is not what the people are saying. We on this side of the house are going to work like billyo to make sure that we are sitting on that side of the house next time. We will listen constantly and bring to this Parliament the concerns of the people in our electorates. We will not just lavish praise on the Premier, who really does not care a hoot about his own lot because he has an exit plan, although, with some of the contenders, his exit plan is looking a bit shaky. Some of the contenders are looking a bit shaky. We have the new Minister for Transport —

Dr A.D. Buti: The one-per-center.

Mr D.A. TEMPLEMAN: Yes, the one-per-center. He needs everything to be scripted. I reckon that every morning he practices all his lines before he comes to Parliament. He is not doing too good a job and that is why I think a few people are thinking that some members will have to hold off retiring at the next election, such as the member for Kalamunda. I have heard that even the member for Dawesville has been asked to stand again and save the Liberal Party.

I digress. Those are just some of the words of the people of Mandurah, and they reflect the words of many, many thousands of pensioners, seniors and people on low incomes in Western Australia. The government needs to listen, because if it does not, people will hurt more, and, indeed, it will be to the detriment of the Liberal–National government at the next election.

DR A.D. BUTI (Armadale) [5.49 pm]: I also rise to contribute to the motion before the house. It is interesting to listen to what the member for Mandurah has read out and the very heartfelt concerns expressed by his constituents, many of whom had been Liberal voters. Given that the Premier has been involved in breaking many promises since the last election, we really should not be surprised about his treatment of seniors. We remember in the previous Parliament he said that when it is cold, people should not worry about using the heater and should get another blanket. He said that people should not worry about how cold they are because having another blanket should do. What about his statement about people not needing air conditioning and that it is not a life-and-death matter? It probably is not a life-and-death matter, but it is okay if someone lives near the coast in the western suburbs, such as Cottesloe, with the beautiful breeze coming off the Indian Ocean —

Mr J.R. Quigley: For the elderly it is a life-and-death matter.

Dr A.D. BUTI: The member for Butler is right; it is a life-and-death issue for the elderly. I was trying to be kind to the Premier, but I should know that I should not do that. If I give his comments a silver lining, I will mislead the Parliament. For someone in a one-bedroom apartment in Armadale, for instance, or any of the eastern suburbs, there is no sea breeze in the afternoon. It is 35 degrees out there today; that is nothing compared with what we get in late January and early February. For the leader of the state to say that we do not need air conditioning shows that he is completely out of touch and has no concerns about how the elderly are feeling and struggling.

Often it is said that we can judge a society by the way it treats its young and its elderly. If that is the measure for the way we treat our seniors, taking the examples set by the Barnett Liberal–National government would not be a very good assessment of the compassion and civility of the Western Australian community. At every turn the government has disadvantaged the elderly and those who are less able to protect themselves from the increases in utility prices and decreases in benefits. The elderly are unable to accommodate those challenges. On top of the Barnett government's uncaring nature and strategy towards elderly people, the federal Abbott government also does not care, as was relayed in the comments by the member for Mandurah's constituents. If money has to be found, it is found by taxing the elderly or cutting their benefits.

A lot has been said in the past couple of weeks about the debt of the state of Western Australia. The Premier's solution for that is to try to hit with budgetary measures the people who are least able to afford to be hit. Rather than attacking his vanity projects, he seeks to attack those who can least afford to stand up for themselves. The football stadium is an interesting issue. I had a conversation with someone in the Australian Football League industry and was told that although it may appear to be a very good stadium, the cost of it is absurd. Much of that money could have been saved by following the Langouant review's recommendations about where we should put the football stadium. I think the first two options were Kitchener Park or the renovation of Subiaco Oval. The money saved could have been invested in giving our elderly a more comfortable existence.

As many of us who have the fortune of our parents still being alive can attest to, seniors are doing it very tough and there does not seem to be any light at the end of the tunnel. The Premier does not talk at all about seeking to assist seniors. Any measures that are made in regard to seniors are further attacks on seniors. Coupled with the federal strategy for seniors, the state government has shown a complete lack of concern and care for seniors, and not only in this term. As we all know, the Barnett government has been an absolute disaster since it won a mammoth victory in March 2013. As far as I can remember, from the time that the Premier was elected as Premier in 2008, he has shown no empathy for, or capacity to understand, the concerns of the elderly—none whatsoever. Some ministers have occasionally implemented policies to assist seniors in our society, but nothing has come out of the mouth of the Premier to show that he understands the concerns of seniors.

I do not want to take my contribution any further because the comments that have been read out by the member for Mandurah reflect the comments that many seniors in the electorate of Armadale have relayed to my office and to me. I do not understand how the Premier, who is an intelligent individual, appears to completely misunderstand that the seniors of Western Australia are struggling under his leadership and the decisions that he makes day in, day out. His prioritisation of his vanity projects over the more important issue of making sure that the state of Western Australia accords the appropriate benefits to seniors who have worked for many, many years and have paid their taxes; many would have served in the armed forces —

[Interruption.]

Dr A.D. BUTI: Many of them would not know how to use a mobile phone. The member for Mandurah mentioned that some seniors cannot afford to purchase modern technology, which is incredibly important. One thing that is well understood and a major concern with trying to devise policies for the ageing population of Western Australia is the isolation that many seniors feel. They do not necessarily have the ability to purchase computers and various information technology devices, and that increases their isolation.

Mr D.A. Templeman: They cut the First Click program.

Dr A.D. BUTI: That is right. Was that by the Minister for Seniors and Volunteering?

Mr A.J. Simpson: No, that's commerce.

Dr A.D. BUTI: I will give that to the minister, but it was still done by the Barnett government. The inability of many elderly people to have the economic purchasing power to engage with computers is coupled with public transport always being a low priority of any conservative government. It is simply absurd that the Minister for Transport is trying to attack the Labor Party, which is a party of public transport. The Labor Party did not close down the major railway line in Western Australia; the Liberal Party closed the Fremantle line. The Liberal Party did not build a major railway line in Perth; a Labor government built the Mandurah line. If I am correct, the extension to Butler is the first additional line ever laid down by a conservative government in Western Australia, and they could not even get that right.

The member for Butler can relay to the house the nightmare of the vibrations visited on his constituents who live along the Butler line. Member for Butler, I assume that some of those people are also in the senior category?

Mr J.R. Quigley: Very much so. That is the main reason they brought it in under budget. They did it on the cheap and made my constituents pay the long-term price.

Dr A.D. BUTI: That is right, member for Butler. I was very surprised looking at the record of the Barnett government and how it has blown the budget that it was able build a line—a small extension, may I add—under budget. We know why it was under budget; as the member said, it was because the government did not do the proper investigation, engineering and construction to ensure that residents along that line would not suffer. Imagine a person living along the Butler line having to endure vibrations in their living room or even in their bedroom as various trains go past day and night. The Barnett government has a massive fail for the way it has treated and spoken about the elderly. For the Premier to say to elderly people, “Just get another blanket if you are cold” and “You don’t need air-conditioning” attests to the fact that he does not care, he does not understand and he has no empathy. That attitude is reflected in his government’s policies and the damage he continues to do to the living standards of the elderly. If members opposite cannot look after the elderly and seniors of Western Australia, they do not deserve to be in control of the treasury bench.

MR C.J. TALLENTIRE (Gosnells) [6.01 pm]: I rise to support the member for Girrawheen’s motion. This motion resonates strongly in my electorate of Gosnells. The motion condemns the Barnett government for the impact its mismanagement of the state budget is having on seniors and vulnerable people in the community. There is no doubt that people in my electorate are finding it harder and harder to hold together their household budgets. These people have budgets framed around fixed incomes and outgoings—services and utility bills—that are anything but fixed. Their outgoings are increasing and changing all the time. The only consistency is that they are going upwards. These bills and annual budgets change; whether they are bills for electricity, water, transport or accommodation, they are all going upwards. That is the only consistency that seniors in my electorate can identify. It is a daunting prospect for these people. They face the challenge of living on fixed incomes and things have to be sacrificed. Initially, holidays are sacrificed. They cut back on time spent visiting relatives who may live on the eastern seaboard or overseas. The frequency that seniors can enjoy overseas trips has dropped right back.

But it is much worse than that. To make their budgets balance and ends meet, these people have to cut back on the essentials of life. They are cutting back on purchasing nutritious food. I will go into that in a bit more detail. They are cutting back on entertainment—even trips to the local cafe to meet with other seniors. Those sorts of things are being cut back as well. It goes to show that the Barnett government’s budget presented in May has had some very serious consequences; it has caused a serious decline in the quality of seniors’ and vulnerable people’s lives in the Gosnells electorate and I suspect in most other electorates. It is unfair. People in their senior years are likely to be preoccupied with their health and although they want to keep in touch with their families—hear about the latest from their grandchildren and children and find out what they are doing—so often their day-to-day routines are shaped around the requirements of scheduled appointments with medical professionals. Sometimes those appointments seem to occupy at least half the day by the time they get to the consultant’s rooms, take the advice, get the medication and try to work out how to schedule the advice into their daily routine. The constant grind of dealing with health concerns is a serious issue for seniors. People need to be able to focus on their health. They do not need to have all these household budgetary problems thrust upon them, causing them extra stress and strain. That is the last thing that people dealing with health concerns want.

It is hard enough for someone to find out how their weekly budget will allow them to get to a sporting venue or see a musical performance once every couple of months—some sort of light entertainment. It is just not fair for people with the complication of health complaints and the problem of managing a tighter and tighter household budget. These people cast around and wonder how they can manage their household budgets better, but also keep their lives interesting and fun and ensure that they remain socially active. These people then have to work out how this government can do its vanity projects, such as the stadium and Elizabeth Quay, in which huge amounts of money have been expended, yet they are left out in the cold struggling to pay household bills on a fixed income. That seems grossly unfair and it is an issue that people are raising with me more and more. I have had many discussions about the new football stadium with people in my electorate from overseas, particularly the United Kingdom, who raise the issue of how stadiums are funded in other jurisdictions in other countries. They

point out that in the UK it is the clubs that pay for the stadiums, not the taxpayers. They find it extraordinary that \$1 billion that could have been applied to helping their household budgets by keeping utility prices reasonable is going toward the construction of a stadium. They do not understand why that is the case.

Seniors often raise the Elizabeth Quay project with me. They tell me that they cannot imagine that there would be anything affordable for them at Elizabeth Quay or how they would be able to go there. They are much happier thinking about going to their local cafe where there are no transport problems and they can meet people who live in their community. That is where we have made a mistake. I think the vulnerability that seniors are facing is because this government has created vanity projects that have sucked money out of many other areas and it has failed to put money out in the suburbs where people live. Seniors in Gosnells and Thornlie would like to be able to feel that their budgets are manageable. Member for Perth.

Ms E. Evangel: Have a look at the plans. There will be lots of public open space and free activities within the area.

Mr C.J. TALLENTIRE: Member, in Gosnells, people want to be able to afford to live. It is wonderful to be able to go down to public open space. Yes, of course, they can go and do that. But their budgets are so tight that after they have been to the hospital and paid for their medication and anticipated the dreadful idea of the federal government's \$7 general practitioner charge, they do not have the money to pay for those very basic things that the member and I take for granted, such as those utility charges for example.

We should bear in mind that we have seen a 77 per cent increase in electricity prices. People are really struggling to meet those price hikes.

I wish to quote from a petition that I have circulated. I held a seniors' forum in Thornlie recently to which the Leader of the Opposition was kind enough to come with Hon Amber-Jade Sanderson. People flocked to sign this petition. The wording that caught their eye was —

... the cuts to seniors' benefits like the rego rebate cut, —

I do not hear that mentioned enough. People who get around in cars have had a huge hike in their transport costs. There used to be a rebate on registration plates but that rebate has gone. The petition continues —

together with the increase in prices such as 90% increases in water charges and electricity up 77% and then further attacks like the pension indexation fiddle, never mind the planned GP visit tax, these are devastating on Seniors in Thornlie and Gosnells.

I think almost everyone who came to the seniors' forum, even the odd Liberal Party plant who was sent along and dutifully noted things down and recorded the key points from the event, signed this petition. That in itself is remarkable. People were very keen to sign the petition as a means of recording their frustration with the present situation.

Mr P. Abetz interjected.

Mr C.J. TALLENTIRE: Were some of the member for Southern River's branch members at the event?

Mr P. Abetz: They didn't sign it, though.

Mr C.J. TALLENTIRE: But they did come along.

Mr P. Abetz: They did report back very well.

Mr C.J. TALLENTIRE: That is good. I am glad that they were able to record events or take notes. I am not sure what the procedure is for seniors these days and whether they prefer to just take notes or use their iPhones, if they are that way inclined, to record the dialogue and get the sense of the occasion that way. It is good to know that they are keeping an eye on us.

At the event were people from Manna Inc, a very worthy organisation that runs a Foodbank-type operation that provides meals to people who are struggling. They are finding that an increasing percentage of their customer base are seniors who are phoning up in desperation because their household budget has been cut so much that they have had to slash the amount of money that they spend on food. They are feeling hungry, just for the basics—for things such as pasta and tuna. They are missing out. The member for Victoria Park runs a tuna can drive. That sort of thing is so appreciated and needed. John and Bev Lowe from Manna Inc provide that service to the community, to people who are homeless and now, increasingly, to seniors. It is a tremendous effort.

I have spoken to the Country Women's Association, which is very active in the Thornlie and the Gosnells area. The Country Women's Association—"chicks with attitude", as they like to be known—also provide a lot of support and companionship for people in their senior years who perhaps do not have the money to go to the cinema on a weekly basis. The CWA gives people the opportunity to come together and enjoy some companionship. I put it to the house that people should be able to do something like a CWA activity in addition to those other things that so many of us take for granted, such as the occasional trip to the theatre, the

opportunity to see a light musical or to join other seniors at the excellent events run by the City of Gosnells, such as Morning Melody that occurs on a monthly basis at the Don Russell Performing Arts Centre. That sort of thing is essential. The Gosnells community men's shed provides that sort of service. That is another outlet. It is a very active club that is in its early stages but it is going from strength to strength. I acknowledge the support of the member for Southern River. It is coming along very well. I think the opening date for the men's shed is still to be determined but the shell is there; the outside structure is magnificent.

Mr A.J. Simpson: Is it a good match with the homestead?

Mr C.J. TALLENTIRE: It is a great match for the homestead. We should bear in mind that the founding members of the men's shed initially met in the Lewis homestead, which was going to rack and ruin. It is fantastic that we were able to achieve a heritage preservation outcome by forming this men's shed. The founding members came together and developed or grew on the various skills in the group and at the same time were able to carry out the necessary organising and formed a committee to build the men's shed. That is nearing completion and it is moving towards an official opening date.

The point is that people are turning to men's sheds, the CWA and groups such as Manna Inc because seniors do not have any money in their pockets for recreation. It means that these things are incredibly important. I support seniors being active in these things in the local community. People should not have to turn to organisations in a state of distress. They should be able to engage with community organisations off the front foot. They should be able to do things they want to do as part of their local community engagement, not turn to these organisations because of the financial stresses and strains that they are facing.

Other members have quoted several examples of seniors in their electorate. Mr Dave Eastley, one of my constituents from Corfield Street in Gosnells, put his case plainly to me recently. I think Dave is 65 years old. He is getting on. He would love to retire but he cannot afford to. He has one of those Toyota Coaster buses. He has some young children—I think they are grandchildren—and a couple of foster children that he and his wife look after. They do a fantastic job. They are patching up this old Coaster bus, trying to keep it running because it is the only way that they can get around. I can almost hear Dave when he comes towards my office. I hear the clunking of the muffler and exhaust pipe as it bounces along Spencer Road and then turns into the car park. I can almost see the sparks flying as bits drop off it. He manages to keep that old bus going. He recently said to me—

“I can't live on the pension. I've tried to cut down on work but the price of everything keeps on going up and up and up. Especially power prices. We've got those things on the roof and we're still paying them off every month. But even so the bills are just ridiculous. I'm having to get my bus license back now.

Mr Eastley is looking to become a professional bus driver. He has his Coaster bus but that is for family purposes. He continued —

I'm 65 so I thought I could stop having to drive people round with a F Class, so in April or so I gave it up. And now I've got to pay Department of Transport a couple of hundred dollars —

That is his F-class licence —

to get it back and trawl round Police Stations to prove what demerits I've got. They know what demerits I've got!

I am sure they know; there is a computer system that shows perfectly well what demerits Mr Eastley would have, if he has any at all. I continue —

All they have to do is reissue a car with F Class added. What a rort. I'm having to pay them so I can go back to work to be able to pay the bills. What a state of affairs.”

That is the situation faced by my constituent, Mr Eastley. It is typical. People have to make decisions and change their plans at such a stage in their life. They have been planning their retirement at age 65 but they find that they cannot afford to retire at that age any longer so their family plans for reunions and travel are thrown out the window. That is grossly unfair on these people. That is why I fully endorse the motion of the member for Girrawheen. It is unfair that people have to deal with this Barnett government budget hardship that forces them to make huge sacrifices to their and their families' quality of life.

MS A.R. MITCHELL (Kingsley — Parliamentary Secretary) [6.20 pm]: I rise to say that I certainly do not agree with the motion. Much of my speech tonight will be about the part of the motion that refers to vulnerable people and not the part that deals with seniors, because my competent and eloquent colleague the Minister for Seniors and Volunteering will deal with an incredible number of matters in his response to this motion. I wish to speak about those people in the community who may be in a situation that is not always easy for them. Many of them may also be finding life difficult. Last week was national Mental Health Week and on Monday this week I had the pleasure of attending and speaking at the launch of Anti-Poverty Week and the release of the report produced by the Bankwest Curtin Economics Centre, entitled “Falling through the cracks: Poverty and

disadvantage”, prepared by Professor Duncan and Rebecca Cassells. The report deals with the very important matter of people who find themselves in some level of poverty and examines a serious level of poverty and how to work within that. I am proud of the amazing job the Barnett Liberal–National government has done and what it has achieved in the last few years in an area that people very often do not associate with being part of a successful Liberal-led government. That is the sort of thing I am going to talk about before I come back to a couple of other matters.

I will refer to a couple of areas in which I have received information from the Treasurer. The report states that a key way of keeping people out of poverty, or out of low income levels, is through education, and that if people have sufficient quality education, they have more chance of earning an income, and with an income, people can help themselves so that they can be in a better position. Education is not always perfect, but it does make a difference. I have received some figures from the Treasurer. I know members have heard them before, but I am going to repeat them so that we get the message across. There has been a 40 per cent increase in the education budget since 2008–09 and \$4.6 billion will be spent on public education services in 2014–15. I also have responsibility in the area of mental health. There has been a 68 per cent increase in the mental health services budget since 2008–09. Those are the people who are vulnerable in our community. There has been an increase of 77 per cent in the child protection budget since 2008–09. In disability services, there has been an increase of 101 per cent. Those are real figures. They are real amounts of money that go directly to people, not into bureaucracies. Some money will go into non-government organisations to be spent on the people who need it. We are proud of that. We do not build agencies or that sort of service; we make sure that the money goes to where it is needed—that is, to the people in our community. I repeat again that this government has significantly increased funding in areas that assist people in vulnerable positions in our community. It is those people that the government is putting work and effort into.

I want to go back to a couple of comments I made on Monday night. Although education is not directly my responsibility, there was general agreement that if people could get—I am not going to say a basic education—a good education, there is a much better chance that they will get an income. This is one of the things that we sometimes do not talk about much because there is so much going on in education that we are all very proud of. I will refer to a couple of things that I believe will have an impact on people being able to have a good education that will then enable them to seek employment and minimise their chances of being vulnerable in the community. I will start with what everyone knows; that is, we need to invest and get in early in a child’s development to make sure they have positive learning experiences. We have a plan to set up 16 parent and child centres so that children and services are located in the one place—the school. Speech pathology, health checks, checks for sensory deprivation and those types of activities will all be conducted at the one site. The seventh parent and child centre opened today. I have been to the opening of a couple of those centres, and they are great. However, what is important is that parents become involved in the process that starts at preschool and sometimes years 1 and 2. Often parents ask for help with their older sons and daughters as well. It is important that parents are involved, because, as a gentleman said the other day, unfortunately, in some circumstances, young people do not want to attend school because they see no purpose in it because no-one in their family works; they do not understand what a working family is about. Some children come from families in which no-one works. That is an unfortunate situation. I am not making a judgement here, but some parents do not know how to help their children in the learning process. Now they are able to become part of that process at a very early age. They are learning how to be a parent, to help their children in their education and, at the same time, make sure that their child’s health is such that they will be able to focus and concentrate and be interested in the education process.

Something that goes along with that is the new funding model that will see more finances going into primary school education, so that we can work in that area to ensure that the basis for an education is sound. That basis for an education means that they can go on with their education and come through the educative process. Of course, another thing I want to mention is that as of next year, every student who leaves school will have a qualification. At the moment, a number of people get to the end of 12 years of school and walk away with nothing that allows them to go to a certain place. Now students will come out with at least a certificate II qualification, which means that we will have made a difference and they will be able to get work. Having employment means having an income and, hopefully, that minimises the number of people who find themselves in a vulnerable position in our community. We are trying not to just hand out money; we are trying to help people set up their future. We are starting with young people. I have talked about young people, because it is important that young people start off with a very positive base from which to move forward. Many people in our community did not get that opportunity; things were not right for them and they often find themselves in difficult positions. I will talk about those people in a minute.

On Monday night almost everyone in attendance was floored when a gentleman suggested that we do what they do in Brazil—that is, give poor people a certain amount of money. Most people just did not know how to respond to that suggestion because they know that is not the way to make a difference in our community. Unfortunately, I do not think he had actually been to Brazil; I think he had read something. Those of us who have been to Brazil know that it is not exactly the way to deal with things. I was very disappointed to hear

someone say that we should just give people money to solve the problem. We need to build people, build communities and have people functioning in our community. Words I use in mental health a lot are “recovery” and “functioning”. We want people in our society functioning and recovering—I use “recovering” in a very broad sense—so that they can participate. We are working on making a positive difference for young people, but we are also dealing with people in other stages of their lives who might find themselves in vulnerable positions.

I will talk about housing, because one of the other things that came through in the report was that housing in Western Australia, as we all know, is not cheap. But for someone in the position of renting for the rest of their life, that would take a considerable amount of the money available to them. I am not sure whether the Minister for Housing will speak today, but just in case he does not, I wish to make a few comments on that. I know we have all heard about the state affordability strategy, but do we really understand it? The Department of Housing had a plan that by 2020 it would have constructed 20 000 accommodation units for people to be able to afford to purchase and get into. In 2014—the minister mentioned the figure today—16 500 units of accommodation have already been built and are occupied. On Monday night I was talking to one of the other panellists who was representing the Smith Family and he mentioned the Keystart loans and how wonderful they are for the people able to take them up; getting people into their own accommodation makes such a difference. He was talking to me about a lady who had said she could not save because she did not have enough money, but with some guidance and help she started off saving, I think, \$12 a month, then it became \$12 a fortnight, then \$12 a week, and before too long she was able to apply for a Keystart loan and got into a house. I have residents in my electorate who, once upon a time, were in social housing; they now no longer are because they have bought their own place—they have bought the house they have been living in through the Department of Housing. There are a number of positive ways that people are engaging with others to minimise the risk of being in rental accommodation for a long time. But at the same time, what we are providing with social housing is very good.

Of course, the other extreme is that a lot of people find themselves homeless. It can be young people through to older people—some seniors are in homeless situations. That is a little frightening, and some of us cannot understand that. Unfortunately, the definition of homelessness is quite varied and diverse, and what is now considered homeless is quite different from what it once was. I want to mention a few of the places that have been introduced in the last couple of years that are making a difference, once again, to people who find themselves in this position. They do not just give them a bed for the night and perhaps a bowl of soup, but they make sure we help those people get back into society, functioning and recovering. Entrypoint Perth is a new homeless referral and emergency assistance centre that began operating this year in a section of the community; it is operated by Centrecare. At the moment, on average, it speaks to approximately 350 people a month. It is anticipated that this service will extend across the metropolitan area from February 2015.

I will also give members some examples of the increased accommodation capacity that has been made available in the past 12 months. Beacon is an inner-city service that provides accommodation and support to single men. It is now offering places for up to 102 homeless men. The interim night shelter for Tom Fisher House is a joint partnership between the state government and the St Vincent de Paul Society that was officially opened in April 2014. It now accommodates eight chronically homeless men over the age of 18. I think one of the most exciting projects is in the member for Perth’s electorate—Foyer Oxford. It provides accommodation for young people aged 18 to 25 who are either homeless or at risk of becoming homeless. It was officially opened in March this year. The service accommodates 98 young people, and 88 of the places have been funded by the department. A number of the beds at Foyer Oxford are available to young parents, because sometimes they find themselves in vulnerable positions. Twenty per cent of the beds and places to stay are for those who find themselves leaving care. When someone reaches the age of 18 they are no longer in care, and sometimes that transition can be quite hard. There are places at Foyer Oxford for young people leaving care or those who have experienced or been involved in the child protection system. That is fabulous, because, as I said, it is not just about providing a bed; they can go into education, get their health checked and have support services around them. Those things are very important.

Geographe House is a refuge in Busselton that opened this year with accommodation for up to six women and their children who have escaped domestic violence. Derby Aboriginal Short Stay Accommodation commenced operations on 7 September 2014, and will accommodate up to 54 people in both individual and family units. It is designed specifically for Aboriginal people who are visiting Derby. I know they are trying to increase those opportunities around the state. There is planning for a new refuge for women and children in the Ellenbrook area as well. These are the sorts of places we are putting in, and I say again that it is not just about giving someone a bed and perhaps a bowl of soup, although that is most important; it is about the total recovery and total reintegration of people back into the community. Most of those people did not choose to be homeless; most of those people did not think they would be homeless. We have to make sure that we assist those people, health-wise, physically and mentally. There is no doubt that if people have security in their accommodation or a safe place to sleep on a regular basis with support services, they will find it easier to move back into society.

I have to say that one of the most unfortunate situations for people with a disability is that many do find themselves near the poverty line; many are vulnerable people. Because their chances of achieving the income levels of other people are not so great, I think that needs to be worked on in our society so that businesses and the public sector see a place for people with disability to be employed. People with a disability also often have to deal with home modifications, additional medication and transport costs, and the cost of necessary supports and aids.

[Member's time extended.]

Ms A.R. MITCHELL: Often that disability affects not only the person with disability, but also their families and carers. They are often more likely to rent rather than own their own home; therefore, those homes are not always close to places of work, transport and family and friends. I have to say once again that the Department of Housing and the Disability Services Commission have been absolutely fantastic. In 2011-12, the state government committed \$95.7 million as part of a combined capital bid to build or buy 169 homes for people with disability over three years. I am very pleased to tell members that the program exceeded the targets, with more than 200 disability housing projects being programmed through this project. What is even more pleasing is that they have sourced another \$8 million that will continue to come up with community disability housing in 2014 and 2015. No, it is not enough yet and there is plenty to do, but it is a good start that is making a difference in the lives of people with disability. I have had the pleasure of meeting a number of people from many of those organisations, and they are just so passionate and committed to what they do and how they do it. I was at the second-largest employment agency for people with disability in Western Australia on Monday morning. It runs 10 businesses that employ people with disability, and it is looking to expand, so it needs bigger premises and things like that. But it is a credit to many of the organisations that are going above and beyond their normal core work to ensure that people with disability have the chance to have their own income and sense of belonging.

Of course, I quickly mentioned mental health and drug and alcohol services, and there is no doubt that if we put drugs and alcohol and mental health together, we invariably find people living in vulnerable situations within our society. There is a lot to be done there; we can use the words “recover”, “integration” and “functioning” very confidently and I think those sorts of things are very important. It is sad, and it is something that we have to do better. I think it is definitely agreed that people who need drug and alcohol services often also need accommodation services, and sometimes the integration of information is not as free-flowing as we would like it to be. Yes, we have to be careful about the confidentiality of people's information, but if we can also have a smoother and more integrated system of information provision, it could make it easier for the person to be serviced through a one-stop shop. We could then be more successful in our outcomes.

I want to mention a couple of things in the mental health budget this year. We are expanding the public mental health service; this week we had a code yellow, but I can tell members that that is a rarity with more beds coming on. The focus on mental health is not to get to the acute stage, the stage at which people have to attend a hospital; we want to make sure that we intervene and help people early on. We need to make much more use of the community and get people involved with treatment so that we can minimise the number of people who find themselves in the acute mental health system. I see the member for Kimberley; we are very, very conscious of making sure that services for Aboriginal people with mental health issues are expanded and increased. We want to have sub-acute community-based mental health services. At the same time, we want to expand services in the legal system such as youth and adult court diversion services that provide real assistance to many people who find themselves in situations that they do not know how to deal with—they know that they do not want to be there, but they have been caught up in a world that many of us do not have to deal with. That is really quite eye-opening.

In respect of suicide prevention, once again, people in vulnerable positions often find themselves at a point that they just do not know how to get out of, so we are making sure that we have very sound suicide prevention strategies in place and we are expanding the provision of drug and alcohol services. The government is doing much in this field, particularly for vulnerable people in our communities. As I have said before, some of our seniors find themselves in that position as well.

My esteemed colleague has returned to the chamber; I am not sure whether he will follow me or if someone else will speak next, but I can assure the chamber that the government provides very sound and strong support for people in our community who find themselves in vulnerable positions.

MR B.S. WYATT (Victoria Park) [6.42 pm]: I too rise to speak to the motion —

That this house condemns the Barnett government for the impact its mismanagement of the state budget is having on seniors and vulnerable people in our community.

I commend the member for Girraween for bringing this motion to the house. I have been particularly critical of the way in which this government has managed the finances of this state. I have said, year after year, that eventually there would be a financial reckoning for the Barnett government's mismanagement and that the era of committing to projects and programs would eventually have to be paid for, and now they all have to be paid for.

My Liberal–National colleagues can wander blindly, thinking that the day of financial reckoning will come after they have left Parliament, that their focus is on the second or third term and that payment will come after the commitments have been made, but that day of financial reckoning has been dramatically brought forward courtesy of the iron ore price. Yesterday the Premier finally said in Parliament that the issue was the government’s recurrent expenditure; he finally admitted that that is the issue that he has ignored year after year. Now, after a plunging iron ore price that was warned about in every budget’s statement of risk, that financial reckoning has come about. It was not a surprise, or it should not have been a surprise. Every single year, the budget always states to watch for a falling iron ore price. Every day we stand in this place and talk about the volatility of our revenue base, yet when that very volatility occurs, the government stands stunned, unsure as to how it could have got into this incredible situation. The time of financial reckoning has come.

Last week we saw a panicked response from the government as it tried to find savings in capital works and in the current account, as it desperately tried to cobble together a debt reduction strategy to save the Premier from his own statement about never leading a government that delivers a deficit. In fact, it was the reverse; he said that he would lead only a government that presided over surpluses. Now, looming dramatically before him at the end of his political career is the debt-and-deficit Liberal government we will no doubt see.

We have seen some small, incremental steps over the last couple of years, targeted particularly at seniors, and that is what I want to focus on. I note that the motion refers to seniors and vulnerable people. When a government spends big and assumes that the state’s revenue is going to continue rising as it has done over the last decade, that assumption is eventually going to bite it; and that is what has happened. That is why we have seen the 2014–15 Barnett budget and the 2014–15 Abbott budget specifically target seniors, despite the election promises made by both the Premier and the Prime Minister.

The member for Gosnells went through some of the experiences he has had with his constituents, and I have had similar experiences. I am fortunate enough to chair the Victoria Park Seniors Centre and I am involved in the Harold Hawthorne Centre and SwanCare, which are all in my electorate, and I have been overwhelmed by the response of many seniors to the Barnett and Abbott budgets. As many other members have no doubt also done, I thought I would helpfully put together a newsletter for my seniors to explain exactly what Colin Barnett and Tony Abbott were doing to them through these budgets. It is the responsibility of members of Parliament to explain to their constituents exactly what their governments are doing to them. Members will be pleased to know that I pointed out to my seniors that the Barnett government’s budgetary attack on seniors will impact only on those seniors who are on a WA Seniors Card; are in receipt of a pension; own their own home; drive a car; catch public transport; pay water rates; visit a GP; or intend to apply for the federal government’s senior’s Health Care Card. The Abbott and Barnett budgets will not affect those seniors to whom those categories do not apply.

I also helpfully advised my seniors about the cost-of-living increases under the Barnett government, and I included a little slip on the back of the newsletter—paid for by me—asking them to respond and to let me know what impact the Barnett government’s budget was having on them. I will go through some of those, and I know that the member for Mandurah has done something similar with his concerned senior constituents. But, firstly I want to talk about two very interesting reports that appeared today. One of them told me that Australia is the world’s richest country; that information came from a Credit Suisse report. We are the world’s richest largely because of property; we have a very high percentage of property owners. The high Australian dollar has also helped with that. On one level, when one reads this, one might assume that things are pretty good in Australia. However, on the same day that Credit Suisse told us that we are the world’s richest country, *The West Australian* today ran an article on page three titled, “Hungry WA kids turned away”. I know that the member for Jandakot, the Minister for Corrective Services, read this with great interest. Both of us enjoyed the breakfast this morning where Foodbank launched this report, acknowledging that we are in the middle of Anti-Poverty Week. The newspaper report states —

The annual Foodbank hunger report reveals it gave food relief to 51,300 people a month in the State, up from 43,000 last year.

Agencies reported that an average of 8841 people, almost half of them children, were turned away each month because of not enough food and resources—down from a monthly average of 16,000 last year.

Foodbank WA chief executive Greg Hebble said demand for food had increased almost 20 per cent in the last quarter of the past financial year and the “hunger gap” was disturbing.

On the same day that we read a report telling us that we are the world’s richest country, we also find out that we have a significant problem—that the cost of living in our city, our state and our country is causing an increasing hunger gap, as described by the CEO of Foodbank, Greg Hebble. He is quite right. I know that members who have got to their feet to defend the Barnett government’s cuts to seniors are getting the same feedback that I am getting—that seniors are struggling. They are struggling with the most basic things, as is outlined by Mr Hebble of Foodbank—the provision of food, whether for themselves or for their children. We have heard other members talk about heating and air conditioning. That is exactly the feedback I got. I refer to a few of the feedback slips

I received from some of my senior constituents. My newsletter was very much focused on senior constituents. I want to read a few of them into *Hansard*. I will not give their names, because I have not contacted them, but I will give their suburb and whether they are male or female. I will start with what I think is one of the best. It is from a lady in East Victoria Park. Her comment to me was —

Did Colin Barnett come out of retirement just to ruin everyone elses?

That is from one of my constituents in East Victoria Park. I have that stuck up in large letters across the window of my electorate office. A large number of people stop to read it, and come into my office and talk to me about exactly what Mr Barnett has done to them. Here is another one, from St James —

Barnett & Abbott are not obviously in tune to Pensioners. Gas-Electric-Medical items we should not have to struggle to pay. No respect at all.

Somebody from Bentley Park wrote —

Colin Barnett has let the aged down.

A woman from Bentley wrote —

I am an aged pensioner. Electricity & gas is my biggest problem as it is very cold now I am worried as to the cost will rise.

That is the other thing that the Barnett government has created. Year after year we have seen significant increases and the government will not give the seniors of Western Australia a clear plan for the future, so they do not know what is coming next. The next message is from a man in Carlisle —

These actions are making life that much harder. We had hoped and planned for a better standard of retirement.

A man from St James wrote —

The Abbott/Barnett Liberal Govts has shown what liars they are. Their attitude is absolutely despicable disgusting in their attack on pensioners, the low paid and the least well off. I will never vote for or support a Liberal Govt.

Another one comes from Lathlain —

I am deeply concerned especially on Barnett's rising costs electricity, water and gas. As my savings are fading fast especially as my wife has Alzheimer's & is in aged care which is costing me approximately between 30 to \$40,000 per year to keep her in aged care home.

From Victoria Park, in Mackie Street, just around the corner from me, a woman writes —

Am completely disgusted with Barnett's decision to cripple all us pensioners in this Budget. No respect in very degrading am extremely worried, my sole income is the Pension ... Please help us all. I have worked hard and am now 87. Very distressing.

A male from Bentley writes —

I am very concerned about the impact on pensioners. I myself am wondering if I can keep my car or sell it due to all the price increases.

I am not going to read them all, but I will finish with this one, from Gallipoli Street in Lathlain, around the corner from where I used to live. It states —

It is most upsetting and degrading to experience just how badly the Abbott and Barnett governments are treating the most vulnerable sections of our community. So hard to believe that this is the only way they seem able to finance and balance their budgets. It is a well-known fact that the Liberal Government looks after the wealthy by way of income tax allowances etc — Whilst ignoring the needy. PS this is only one quarter of the feelings we have on this budget.

Here is another one from St James —

My husband and I are disabled. No way can we afford to pay disabled parking and we're talking about selling our car but we are not physically able on public transport.

Madam Acting Speaker (Ms J.M. Freeman), you will no doubt be familiar with some of these. It goes on and on. Some have attached letters, because the space I gave them was not sufficient to write their concerns. This one from a lady I know well in Goddard Street, Lathlain, finishes off with —

I hope I live long enough to see Barnett and his bandits kicked out of office. I would then leave this planet with peace of mind.

I say to this lady that I agree; I too hope she lives long enough to see Mr Barnett and his bandits kicked out of office. These are just some of the forms that I asked my office to drop off for me here. I will finish with that great quote from the lady in East Victoria Park —

Did Colin Barnett come out of retirement just to ruin everyone elses?

On this side, when we talk about the budget, we talk about a coherent and consistent financial plan, so that we do not have to give lurching responses to seniors and vulnerable people. One minute the government gives them an entitlement, the next minute it takes it away. One year something costs this amount, and two years later it costs that amount. The government is not giving a consistent financial plan to vulnerable Western Australians, which is why that period of financial reckoning that I have talked about for years is now upon us. It is not because of any particular forthright proactive decision of the Premier, but because the price of iron ore has bottomed out. It has forced him to say in Parliament, for the first time in six years, what he should have said four years ago: we have a problem with recurrent spending. He finally woke up; the scales fell from his eyes, and he worked out that he cannot continue the way he has done over the past six years.

I do not know how long we will all be in this place, but we have a government that has arrogantly assumed that it knows best for the next Parliament and the Parliament after that. It has arrogantly assumed it can make decisions now taking up the financial capacity of future governments. What an extraordinary position! What arrogance of a government to do this! Now, when the base assumption within the Premier's mind that revenue will continue to rise so that he can continue to spend at the rate to which his government has become accustomed is clearly no longer apparent, we get these lurching policy responses. We saw last week's panic \$2 billion savings response. We get the panicked rush to flog off land, but it is not part of a coherent strategy. It will not solve anything or resolve any problems. We will be back in the same position in 12 months or two years. Ultimately, the Premier just wants to get by on the finances. He does not want to plan; he does not want to bind himself with financial constraints. He just wants to get by, making commitments and spending money. We now have this ludicrous situation in which a Liberal government is getting out of education and health and getting into coal and luxury apartments. What an extraordinary position we find ourselves in! The government is getting into some of the strangest asset ownerships that I have seen in some time while removing itself from the delivery of key front-line services.

I applaud the member for Girrawheen for bringing this motion on, and I want to say to members opposite that they can continue to blindly follow their leader, the member for Cottesloe, or they can start standing him up. Ultimately the problem that has been created affects all of us. The debt and emerging deficit government is a problem for us all. I intend to make it a particular problem for the Liberal Party of course, but it is a problem for us all.

Debate adjourned, pursuant to standing orders.

House adjourned at 7.00 pm

QUESTIONS ON NOTICE

Questions and answers are as supplied to Hansard.

MINISTER FOR POLICE'S PORTFOLIOS — SENIOR OFFICERS**2689. Mr M. McGowan to the Minister for Police; Tourism; Road Safety; Women's Interests:**

For each department, agency or government trading enterprise within the Minister's portfolio of responsibilities, I ask, has any officer above level 7.1 or equivalent accepted any gift, hospitality, invitation to an event, free accommodation or free travel from a private company or individual, since 1 July 2013, and if so:

- (a) how many officers have accepted any hospitality, invitation to an event, free accommodation or free travel from a private company or individual;
- (b) what was the nature of the hospitality, event, free accommodation or free travel, and what is the name of the individual or private company that offered them;
- (c) what is the estimated individual value of the hospitality, event, free accommodation or free travel; and
- (d) does the agency have any commercial or financial relationship with the private company or individual, and if so, what is the nature of that commercial or financial relationship?

Mr J.H.D. Day replied:**Western Australia Police**

- (a) 11
- (b)–(d) [See tabled paper no 2289.]

Tourism Western Australia

- (a) 17
- (b)–(d) [See tabled paper no 2289.]

Rottneest Island Authority

- (a) Three
- (b)–(d) [See tabled paper no 2289.]

Office of Road Safety

- (a)–(d) The Office of Road Safety is administratively supported as part of Main Roads WA and as such the response will be included in the Main Roads WA response under the Minister for Transport.

Department of Local Government and Communities (Women's Interests)

- (a)–(d) Women's Interests is administratively supported as part of the Department of Local Government and Communities and as such, the response will be included in the Department of Local Government and Communities' response under the Minister for Local Government; Community Services; Seniors and Volunteering; Youth.

BAYSWATER VILLAGE PRECINCT — REDEVELOPMENT**2790. Ms L.L. Baker to the Minister for Planning:**

- (1) Does the Government plan to fund redevelopment efforts in the Bayswater Village Precinct in the next five years, and if so:
 - (a) how much does the State Government estimate will it spend on redevelopment in Bayswater Village;
 - (b) to what extent will the Bayswater Village precinct be redeveloped;
 - (c) when will redevelopment commence;
 - (d) what is the schedule for community consultation on this project; and
 - (e) what is the expected completion date?
- (2) If no to (1), why not?

Mr J.H.D. Day replied:

- (1) No

(a)–(e) Not applicable

- (2) Bayswater Village Precinct is a local centre consisting of privately owned landholdings. The State Government's involvement relates solely to the processing of associated Amendment No. 60 to the City of Bayswater Town Planning Scheme No. 24, which has recently been submitted to the Western Australian Planning Commission for consideration and will ultimately come to me for determination.

MIRRABOOKA BUSHLAND — TRANSFER OF MANAGEMENT

2797. Ms J.M. Freeman to the Minister for Planning:

I refer to the Mirrabooka Bushland and the transfer of management, and ask is the transfer of management from Bush Forever to the Department of Parks and Wildlife still expected to proceed:

- (a) if yes, when will this transfer of management occur;
- (b) if no, why not; and
- (c) is the management of the Mirrabooka Bushland included within the 2014–2015 Budget for the Department?

Mr J.H.D. Day replied:

- (a)–(c) Please refer to Legislative Assembly question on notice 2796.

PREMIER'S PORTFOLIOS — PROMOTIONS AND ADVERTISING

2798. Mr M. McGowan to the Premier; Minister for State Development; Science:

For each agency, department or government trading enterprise within the Premier's portfolio of responsibilities, since 1 July 2013, has the agency, department or government trading enterprise paid for the production of any promotional paraphernalia, apparel or items promoting or advertising the Department, and if so:

- (a) what specific items have been produced;
- (b) what has been the cost of each item produced;
- (c) where specifically have the promotional items been circulated or distributed; and
- (d) what is the name of the company that produced each item outlined above?

Mr C.J. Barnett replied:

For the period 1 July 2013–9 September 2014:

Salaries and Allowances Tribunal; Department of the Premier and Cabinet

- (a)–(d) Nil

ChemCentre

ChemCentre is a statutory authority with a commercial business focus and role in supporting chemistry education. The majority of promotional items produced support ChemCentre's marketing strategy with targeted client groups. The remainder of items are used to support ChemCentre's education and outreach program and at public events such as ChemCentre's Open Day. The items detailed are reused where possible and often are used over a number of years, rather than wholly distributed in the given timeframe.

- (a)–(b) For the period 1 July 2013–9 September 2014:

Item	Cost (ex GST)
Banner frames, signage and printing (w ChemCentre logo)	4 800.56
Chemistry education trading cards	665.00
Posters for Open Day 2013, 2014 (w ChemCentre logo) for public, schools and community	958.58
Building signage (large banner format and installation, w ChemCentre logo)	4 134.34
Printed balloons (w ChemCentre logo)	838.60
Event apparel including chemistry education and Open Day t-shirts (for staff, event volunteers and outreach events, w ChemCentre logo)	10 526.73
Flyers for Open Day 2014 (w ChemCentre logo)	334.28
Chemistry careers handout	661.32

Thermos flasks (w ChemCentre logo)	1 044.00
Button badges	984.00
Temporary tattoos	350.00
Trade show bags (w ChemCentre logo)	489.00
Mugs (w ChemCentre logo)	615.00
Cardboard masks (w ChemCentre logo)	2 330.00
Test tubes (w ChemCentre logo)	1 740.00
Plastic pens (w ChemCentre logo)	2 470.91

(c) These items were used collectively at:

Australian Institute of Occupational Hygienists — conference trade show, 2 December 2013

Scientific seminars hosted by ChemCentre (Food analysis, 4 September 2013; Environmental chemistry, 14 November 2013)

Prospective client opportunities including Tetra Tech, Gardline, Newmont and Chevron

Royal Australian Chemical Institute — chemistry careers event, 2 September 2013 and 1 September 2014

National Science Week Perth Science Festival (16 August 2014, 30 000 visitors)

ChemCentre's annual Open Day (24 August 2013 – 1 500 visitors and 23 August 2014 – 3 000 visitors)

School and visitor tours and presentations (various dates — 1 000 visitors annually)

(d) West Print Management was awarded a tender for print and merchandising items on 1 August 2013. All promotional items are produced through this tender.

Department of State Development

(a) USB drives (branded as Department of Mines and Petroleum); Small banners (branded as Western Australia Trade Office India); Banners (branded as Western Australia Trade Office India); Panel Poster (branded as Western Australia Trade Office India)

(b) 300 drives at \$6.71 each; 20 small banners at \$17.14 each; 3 banners at \$125.44 each; \$737.16.

(c) Africa Down Under exhibition Perth; Petrotech 2013 Exhibition in India, part of exhibition display; India Mining 2013 Exhibition in India.

(d) RBP Enterprises (NSW); Brand Embosser (Mumbai); Triveni Art Printers (Mumbai); Shri Balaj Exims (New Delhi)

Public Sector Commission

(a) Program banners, lectern signs, note pads, pens and drink coasters.

(b) \$3 901.70; \$440; \$1 859.00; \$3 190.00; \$385.00

(c) PSC training sessions; PSC training sessions; Used at all Premier's Award nomination seminars and pre-judging.

(d) Companies used for promotional items:

i. Expo group print and design — program banners and lectern signed.

ii. Key2 creative design — note pads, pens and drink coasters.

Gold Corporation

The Perth Mint supply precious metal related products and services, issues the nation's official bullion and commemorative coin programs, and offers a variety of investment bars and other precious metal products. It also operates an international tourist attraction based on the themes of gold, coins and their history. Gold Corporation advises that Perth Mint products, marketing collateral and promotional items are supplied to distributors internationally to aid the sale of Perth Mint investment and specific proprietary products, and to promote The Perth Mint as a tourist attraction. These items form the basis of The Perth Mint's business operations and international sales and marketing efforts.

Excluding Perth Mint products (which are not manufactured specifically as giveaways) and items promoting specific proprietary products:

- (a) USBs with Perth Mint logo; Gold Bar Paperweight in Perth Mint branded packaging; Chocolate gold coins; Coin Covers; Large scale coin replica; Generic USBs with Perth Mint logo loaded with advertising slide show presentation; Chocolate gold bars with Perth Mint logo; Postcards of Perth Mint attractions with Perth Mint logo.
- (b) \$1 807.50; \$1 195; \$141; \$2 294; \$260; \$1 530; \$13.75; \$30 (all items exclude GST)
- (c) Distributed to media with information and high resolution images attending this and future Perth Mint launch events; Guests in attendance at launch event; Students in attendance at launch event; Guests in attendance at launch event; Maritime Museum; Australian Tourism Exchange (Tourism Australia), South East Asia Mission (Tourism Australia), Western Australian China Tourism Mission (Tourism WA), Tourism Familiarisation Visits; South East Asia Mission and WA China Tourism Mission; WA China Tourism Mission.
- (d) ABS Marketing; MSC Productions; Chocobell; Australia Post/Perth Mint; Supersigns and Banners; Greens Promotions; Chocobell; Worldwide Press

Lotterywest

(a)–(b)

- (d) 3500 x Tradie Notebooks with pen \$1.40 each from Proton Promotional
 500 x Tradie Notebooks with pen \$1.85 each from Proton Promotional
 1500 x Wiro bound notepads \$3.5 each from Proton Promotional
 5000 x rip off pads \$0.58 each from Spirit Visual Communications
 25 x external plaques \$179.10 each from Jason Signmakers
 2000 x Plastic pens \$1.15 each from Proton Promotionals
 25 x Internal plaques \$23.40 each from Jason Signmakers
 45 x External plaques \$176 each from Jason Signmakers
 50 x vehicle decals \$6.45 each from Jason Signmakers
 70 x bus decals \$23.45 each from Jason Signmakers
 1,000 x Nylon Back Sacks \$4.45 each from Proton Promotional
 300 x Gym Towels \$6.80 each from Proton Promotional
 156 x golf balls \$14.45 each from Proton Promotional
 500 x 35ml sunscreen \$5.15 each from Proton Promotional
 150 x golf tees \$6.60 each from Proton Promotional
 1000 x plastic pens \$1.23 each from Proton Promotional
 968 x Wiro bound notebooks \$4.65 each from Proton Promotional
 1008 x stainless steel drink bottles \$5.75 each from Proton Promotional
 300x custom cotton t-shirts \$9.50 each from Proton Promotional
- (c) 100 of each item including: Golf tees, golf balls, sunscreen, towels, water bottles, and back sacs were distributed as ‘golf packs’ to Lotterywest retailers attending the Retailer Golf and Tennis Day on Friday 4 October 2013 and to support charitable and not-for-profit golf days.
 30 x Wiro bound notebooks were given to the Department of Child Protection and Family Support to use in their expo packs.
 600 x rip off pads were given to Country Arts WA to place in their conference bags for their Arts and Edges summit.
 2000 x Tradie notebooks with pens were sent to the City of Albany for various Lotterywest supported projects in May 2014
 100 x Tradie notebooks with pens were sent to Museums Australia in May 2014 for their Lotterywest supported “Remembering Them a Century of Service” project
 50 x Tradie notebooks with pens were sent to Creative Albany in May 2014 for their Lotterywest supported “My War” project.
 In March 2014 100 x Wiro notebooks and 100 x pens were sent to Bassendean Toy Library

1000 x pens, 100 sunscreens and 100x Wiro notebooks were given to Lotterywest Grants Managers to hand out at their booth at the Lotterywest supported Dowerin Field Day in August 2014.

External and internal plaques and vehicle decals were given to various community organisations who received Lotterywest grants as part of the communication approach to inform the public of where Lotterywest grants are made.

T-shirts were used for volunteers at the Perth International Arts Festival 2013.

MINISTER FOR POLICE'S PORTFOLIOS — PROMOTIONAL ITEMS

2804. Mr M. McGowan to the Minister for Police; Tourism; Road Safety; Women's Interests:

For each agency, department or government trading enterprise within the Minister's portfolio of responsibilities, since 1 July 2013, has the agency, department or government trading enterprise paid for the production of any promotional paraphernalia, apparel or items promoting or advertising the Department, and if so:

- (a) what specific items have been produced;
- (b) what has been the cost of each item produced;
- (c) where specifically have the promotional items been circulated or distributed; and
- (d) what is the name of the company that produced each item outlined above?

Mr J.H.D. Day replied:

Western Australia Police

(a)–(d) [See tabled paper no 2288.]

Tourism Western Australia

(a)–(d) Not applicable

Rottneest Island Authority

(a)–(d) [See tabled paper no 2288.]

Office of Road Safety

(a)–(d) The Office of Road Safety (ORS) has not incurred any specific costs to promote the agency. ORS does purchase promotional paraphernalia, apparel and other items, however, these are for the promotion of road safety messages.

Department of Local Government and Communities (Women's Interests)

(a)–(d) [See tabled paper no 2288.]

FORRESTFIELD–AIRPORT LINK — BOARDINGS

2815. Mr W. J. Johnston to the Minister for Transport:

I refer to the comprehensive plan that has been prepared for the proposed Forrestfield/Airport rail line, and ask:

- (a) how many passengers are expected to board at the Beckenham Station to alight at the Airport West station;
- (b) how many passengers are expected to board at the Beckenham Station to alight at the Consolidated Airport station;
- (c) how many passengers are expected to board at the Cannington Station to alight at the Airport West station;
- (d) how many passengers are expected to board at the Cannington Station to alight at the Consolidated Airport station;
- (e) how many passengers are expected to board at the Queens Park Station to alight at the Airport West station; and
- (f) how many passengers are expected to board at the Queens Park Station to alight at the Consolidated Airport station?

Mr D.C. Nalder replied:

(a)–(f) Whilst passenger numbers have been forecast for the three stations on the Forrestfield–Airport Link railway, the level of detail requested by the Member has not been identified.

FORRESTFIELD–AIRPORT LINK — AIRLINE PASSENGERS

2816. Mr W. J. Johnston to the Minister for Transport:

I refer to the comprehensive plan that has been prepared for the proposed Forrestfield/Airport rail line, and ask:

- (a) how many passengers are using Perth Airport's General Aviation precinct; and
- (b) how many of these passengers are expected to use the Forrestfield/Airport rail line?

Mr D.C. Nalder replied:

- (a)–(b) The Public Transport Authority's patronage forecast for the Airport West station (adjacent to the General Aviation precinct) has been based on the residential and business catchment surrounding the station and the expected bus transfer.

FORRESTFIELD–AIRPORT LINK — STATION TO TERMINAL DISTANCES

2817. Mr W.J. Johnston to the Minister for Transport:

I refer to the comprehensive plan that has been prepared for the proposed Forrestfield/Airport rail line, and ask:

- (a) what is the exact distance from the Airport West station to:
 - (i) Perth Airport terminal T3; and
 - (ii) Perth Airport terminal T4; and
- (b) what is the exact distance from the Consolidated Airport station to:
 - (i) Perth Airport T1; and
 - (ii) Perth Airport T2?

Mr D.C. Nalder replied:

- (a) (i)–(ii) Under the Consolidated Airport arrangement Terminals 3 and 4 will eventually be redundant.
- (b) (i) Approximately 300 metres.
- (ii) Approximately 250 metres.

EDUCATION — SECONDARY — MOORE ELECTORATE

2819. Mr R.S. Love to the Minister representing the Minister for Education:

Could the Minister provide further clarification on three matters relating to the Student-Centred Funding Model:

- (a) within the one line budget at the following District High Schools, could the Minister detail the funding split between primary and secondary grades for Toodyay, Jurien Bay, Carnamah, Dalwallinu, Dongara, Kalbarri, Northampton, Gingin, Morawa and Mullewa District High Schools;
- (b) would the Minister please explain how the 'enrolment linked base' is calculated and confirm whether it was previously referred to as the Small Schools Allocation in previous publications explaining the student-centred funding model; and
- (c) would the Minister detail the transitional adjustment allocation (the indicative reduction over five years) in place for the following schools: Central Midlands Senior High School and Morawa, Toodyay, Jurien Bay, Carnamah and Dongara District High Schools?

Mr J.H.D. Day replied:

- (a) The per-student funding allocation, which is based on the year level of each enrolled student, has been used to identify the primary and secondary funding split for each school. Please note that the student characteristic allocations (Aboriginality, English as an additional language, disability and social disadvantage) and targeted initiatives will not vary based on a student being primary or secondary, and are not included in the figures below. It is also important to note that these figures have been calculated using principals' projected enrolments, provided in May 2014, and are subject to change.

School Name	Primary (\$)	Secondary (\$)	Total (\$)
Carnamah District High School	379,231	407,878	787,109
Dalwallinu District High School	692,207	313,039	1,005,246
Dongara District High School	2,068,418	1,009,221	3,077,639

Gingin District High School	1,733,988	1,253,608	2,987,596
Jurien Bay District High School	1,519,448	1,066,706	2,586,154
Kalbarri District High School	961,644	1,049,921	2,011,565
Morawa District High School	763,510	1,145,391	1,908,901
Mullewa District High School	327,489	290,386	617,875
Northampton District High School	376,707	234,984	611,691
Toodyay District High School	1,839,996	1,166,530	3,006,526

**Per-student funding allocation only*

- (b) The Department has confirmed that the enrolment-linked base allocation was previously referred to as a small school allocation. As the majority of schools receive an allocation under this component, it was deemed that the “small school” nomenclature was inappropriate and more appropriately termed enrolment-linked base.

The enrolment-linked base combined with the locality allocation where applicable, is provided to ensure all schools have sufficient funds to operate effectively, including small schools. The locality allocation is provided to eligible schools in remote and outer regional areas of Western Australia to help meet the additional costs associated with their locations. The Department of Education has ensured each school has sufficient funding to cover minimum operating costs, such as costs for principals, teachers and support staff, and costs for utilities, cleaning and gardening. These costs will be covered under the per-student amount and, where relevant, the enrolment-linked base and locality allocations.

[See tabled paper no 2292.] for the enrolment-linked base allocation support sheet which is available to principals and will assist to explain the calculations.

- (c) Transition payments for each year will depend on student enrolments and will be confirmed following the student census in February each year.

The transition adjustment in place for the schools listed by the Member is provided below and identifies the amount each is projected to receive in 2015. Please note that transition adjustments have been calculated using principals’ projected enrolments as at May 2014 and are subject to change. Projected adjustments will be updated later in 2014, and again following the student census in Term 1, 2015.

School Transition adjustment

Central Midlands Senior High School \$510,900

Morawa District High School \$181,100

Toodyay District High School \$0

Jurien Bay District High School \$0

Carnamah District High School \$105,900

Dongara District High School \$0

The transition strategy acknowledges that schools will need time to make changes to their programs, timetables and structures to meet the needs of their students. The change in funding will be made gradually over a five-year period. The State Government has provided \$10 million in funding for 2015 to assist with the transition. This will help schools with their long-term planning and make sure that in any one year, no school experiences a funding reduction of more than \$250,000. This is a reduction compared to what the school may have been expecting under the old funding model, not necessarily a reduction compared to funding they will have received by the end of 2014.

DEPUTY PREMIER’S PORTFOLIOS — MINISTERIAL MEETINGS — HON CHERYL EDWARDES

2821. Mr M. McGowan to the Deputy Premier; Minister for Health; Training and Workforce Development:

- (1) Since 1 July 2013, on how many occasions has the Deputy Premier or a member of your ministerial staff met with Hon Cheryl Edwardes, through:
- telephone contact;
 - email contact;
 - contact via written correspondence; and
 - face-to-face meetings?

- (2) For each face-to-face meeting with Hon Cheryl Edwardes, can the Deputy Premier please advise:
- (a) the date of the meeting;
 - (b) the names of all persons present at the meeting; and
 - (c) the nature of the meeting?

Dr K.D. Hames replied:

Between 1 July 2013 and 9 September 2014 the Deputy Premier and his current Ministerial staff have had the following contact and meetings with the Hon Cheryl Edwardes related to government business:

- (1) (a)–(d) Nil
- (2) (a)–(c) Not applicable

MINISTER FOR MENTAL HEALTH'S PORTFOLIOS — MINISTERIAL MEETINGS — HON CHERYL EDWARDES

2827. Mr M. McGowan to the Minister representing the Minister for Mental Health; Disability Services; Child Protection:

- (1) Since 1 July 2013, on how many occasions has the Minister or a member of your ministerial staff met with Hon Cheryl Edwardes, through:
 - (a) telephone contact;
 - (b) email contact;
 - (c) contact via written correspondence; and
 - (d) face-to-face meetings?
- (2) For each face-to-face meeting with Hon Cheryl Edwardes, can the Minister please advise:
 - (a) the date of the meeting;
 - (b) the names of all persons present at the meeting; and
 - (c) the nature of the meeting?

Ms A.R. Mitchell replied:

- (1) (a)–(d) Nil
- (2) (a)–(c) Not applicable

MINISTER FOR MENTAL HEALTH'S PORTFOLIOS — MINISTERIAL MEETINGS — MR KIM KEOGH

2844. Mr M. McGowan to the Minister representing the Minister for Mental Health; Disability Services; Child Protection:

- (1) Since 1 July 2013, on how many occasions has the Minister or a member of your ministerial staff met with Mr Kim Keogh, Government and Corporate Affairs Advisor, through:
 - (a) telephone contact;
 - (b) email contact;
 - (c) contact via written correspondence; and
 - (d) face-to-face meetings?
- (2) For each face-to-face meeting with Mr Kim Keogh, can the Minister please advise:
 - (a) the date of the meeting;
 - (b) the names of all persons present at the meeting; and
 - (c) the nature of the meeting?

Ms A.R. Mitchell replied:

- (1) (a)–(d) Nil
- (2) (a)–(c) Not applicable

DEPUTY PREMIER'S PORTFOLIOS — MINISTERIAL MEETINGS — HON NORMAN MOORE

2855. Mr M. McGowan to the Deputy Premier; Minister for Health; Training and Workforce Development:

- (1) Since 1 July 2013, on how many occasions has the Minister or a member of your ministerial staff met with Hon Norman Moore, through:
 - (a) telephone contact;
 - (b) email contact;
 - (c) contact via written correspondence; and
 - (d) face-to-face meetings?
- (2) For each face-to-face meeting with Hon Norman Moore, can the Minister please advise:
 - (a) the date of the meeting;
 - (b) the names of all persons present at the meeting; and
 - (c) the nature of the meeting?

Dr K.D. Hames replied:

Between 1 July 2013 and 9 September 2014 the Deputy Premier and his current Ministerial staff have had the following contact and meetings with the Hon Norman Moore related to government business:

- (1) (a)–(d) Nil
- (2) (a)–(c) Not applicable

MINISTER FOR MENTAL HEALTH'S PORTFOLIOS — MINISTERIAL MEETINGS — HON NORMAN MOORE

2861. Mr M. McGowan to the Minister representing the Minister for Mental Health; Disability Services; Child Protection:

- (1) Since 1 July 2013, on how many occasions has the Minister or a member of your ministerial staff met with Hon Norman Moore, through:
 - (a) telephone contact;
 - (b) email contact;
 - (c) contact via written correspondence; and
 - (d) face-to-face meetings?
- (2) For each face-to-face meeting with Hon Norman Moore, can the Minister please advise:
 - (a) the date of the meeting;
 - (b) the names of all persons present at the meeting; and
 - (c) the nature of the meeting?

Ms A.R. Mitchell replied:

- (1) (a)–(d) Nil
- (2) (a)–(c) Not applicable

TRANSPERTH RAIL NETWORK — INSPECTORS

2876. Ms L.L. Baker to the Minister for Transport:

For each train line on the Transperth network (Joondalup, Midland, Fremantle, Armadale and Mandurah):

- (a) how many inspectors are currently employed to monitor fare evasion on the line;
- (b) what is the average number of inspectors rostered on the line over the course of a week day;
- (c) what is the average number of inspectors rostered on the line over the course of a Saturday;
- (d) what is the average number of inspectors rostered on the line over the course of a Sunday;
- (e) what is the average number of inspectors rostered on the line between the hours of 7 a.m. and 9 a.m. on a week day; and
- (f) what is the average number of inspectors rostered on the line between the hours of 4 p.m. and 6 p.m. on a week day?

Mr D.C. Nalder replied:

The Public Transport Authority advises, the information in the attached document is correct as at 23 September 2014.

(a)–(f) [See tabled paper no 2291.]

TRANSPERTH STATIONS — ANTISOCIAL INCIDENTS — MAYLANDS ELECTORATE

2877. Ms L.L. Baker to the Minister for Transport:

I refer to the Transperth stations in my electorate – Maylands, Bayswater and Meltham Train Stations, and Morley Bus Station, and ask:

- (a) will the Minister provide a month-by-month summary of the number of antisocial activity incidents, broken down by type of incident, which occurred at each train station and the Morley Bus Station for the 2013–2014 financial year; and
- (b) will the Minister provide a response as to how each of the above stations rank in number and severity of incidents for the 2013–2014 financial year compared to all other Transperth Train and/or Bus Stations?

Mr D.C. Nalder replied:

(a) Yes, please see the attached spreadsheets

[See tabled paper no 2290.]

(b) Yes. The Morley Bus station is ranked equal second in terms of the total number of security incidents when compared with the number of incidents at other Bus Stations in the 2013–14 year. When considering the total number of incidents at the 70 train stations on the public transport during the 2013–14 financial year, Meltham station is ranked 53rd, Maylands station is ranked 18th and Bayswater station is ranked 17th.

WORKING WITH CHILDREN DATABASE — INTERSTATE ACCESSIBILITY

2880. Mrs M.H. Roberts to the Parliamentary Secretary representing the Minister for Child Protection:

- (1) In regards to the Working With Children (WWC) check unit in Western Australia can the Attorney advise if the database held is accessible by other States and Territories, and if not, why not?
- (2) If an applicant from any state or territory including Western Australia has been rejected, does the database reflect that rejection and the reasons for rejection, and if not, why not?
- (3) If a WWC card is issued to a Nurse in Western Australia and that person travels to another state is the WWC card transferable or do applicants need to reapply, and if so, what are the costs for new applications to be processed?
- (4) Why is it necessary for WWC card holder in Western Australia to require a duplication of service in other states/territories if a card holder has passed the necessary requirements in Western Australia?
- (5) What categories of employment are exempt from WWC checks?
- (6) How many checks are undertaken on each applicant for a WWC card?

Ms A.R. Mitchell replied:

(1)–(6) [See tabled paper no 2293.]

MINISTER FOR MENTAL HEALTH'S PORTFOLIOS — GIFTS, CATERING AND FUNCTIONS

2894. Mr M. McGowan to the Minister representing the Minister for Mental Health; Disability Services; Child Protection:

Since 1 July 2013, what has been the outlay from the Minister's Office Budget for the following:

- (a) staff social functions;
- (b) staff gifts;
- (c) catering for ministerial functions; and
- (d) the purchase of crockery and/or glassware for the Office?

Ms A.R. Mitchell replied:

- (a) Nil
- (b) Nil
- (c) \$1 564.99
- (d) Nil

MINISTER FOR TRANSPORT'S PORTFOLIOS — GIFTS, CATERING AND FUNCTIONS

2896. Mr M. McGowan to the Minister for Transport; Finance:

Since 1 July 2013, what has been the outlay from the Minister's Office Budget for the following:

- (a) staff social functions;
- (b) staff gifts;
- (c) catering for ministerial functions; and
- (d) the purchase of crockery and/or glassware for the Office?

Mr D.C. Nalder replied:

Between 17 March 2014 and 28 August 2014:

- (a)–(c) No
- (d) \$153.60

MINISTER FOR MENTAL HEALTH'S PORTFOLIOS — SENIOR EXECUTIVES AND BOARD MEMBERS

2911. Mr M. McGowan to the Minister representing the Minister for Mental Health; Disability Services; Child Protection:

For each agency, department and government trading enterprise within the Minister's portfolio of responsibilities:

- (a) since 11 March 2013, have senior executives and/or board members undertaken any leadership or strategic planning events or retreats; and
- (b) for each such event:
 - (i) what was the duration of the event;
 - (ii) how many senior executives and/or board members attended;
 - (iii) what was the location and venue for the event; and
 - (iv) what was the total cost, including but not limited to accommodation, travel, catering and any facilitation costs?

Ms A.R. Mitchell replied:**Mental Health Commission**

- (a) Yes — the Ministerial Council for Suicide Prevention (MHCP)
- (b) (i) 19 September 2013 — 5 hours
18 March 2014 — 2 hours
7 August 2014 — 7.5 hours
- (ii) 19 September 2013 — 8 people
18 March 2014 — 9 people
7 August 2014 — 12 people
- (iii) 19 September 2013 — St Mary's Cathedral, East Perth
19 March 2014 — St Mary's Cathedral, East Perth
7 August 2014 — Technology Park Function Centre, Bentley
- (iv) 19 September 2013 — \$3 550.30
18 March 2014 — \$5 132.34
7 August 2014 — \$8 103.81

Disability Services Commission

- (a) Senior Executives at the Disability Services Commission have held periodic off-site planning events, largely focussed on mechanisms to implement wide ranging reforms across the business in a coordinated manner.
- (b) (i)–(iv) Events are shown below. Numbers do not include staff who attended only for short periods within the broader planning session. Total cost was \$15 529.84.

Event	Duration	Number of Senior Executives	Location and Venue	Cost (GST Exempt)
Corporate Executive Planning Session, 9–10 May 2013	2 days	10	The Sebel, Mandurah	\$2,301.79
Corporate Executive Planning Session, 29 May 2013	1 day	10	Trinity Conference Centre, Perth	\$993.72
Corporate Executive Planning Session, 21–22 November 2013	2 days	10	The Sebel Residence, East Perth	\$2,536.58
Corporate Executive Planning Session, 21 January 2014	1 day	6 (excludes 2 staff acting in SES positions)	The Pagoda, Perth	\$460.68
Corporate Executive Planning Session, 23 May 2014	1 day	7 (excludes 1 staff member acting in an SES position)	The Pagoda, Perth	\$6,865.94
Corporate Executive Planning Session, 11 July 2014	1 day	8 (excludes 1 staff member acting in an SES position)	The Pagoda, Perth	\$2,371.13

Drug and Alcohol Office

- (a) Since 11 March 2013, Drug and Alcohol Office senior executives took part in the Drug and Alcohol Office Management and Leadership Team Day on 14 May 2014.
- (b) (i) The Drug and Alcohol Office Management and Leadership Team Day commenced at 9am and concluded at 4.30pm on 14 May 2014.
- (ii) 30 Drug and Alcohol Office senior officers including seven senior executives attended.
- (iii) The venue for the Management and Leadership Team Day on 14 May 2014 was the Bryant Room at the Western Australian Cricket Association.
- (iv) The total cost of the Management and Leadership Team Day was \$4 480.21.

Department for Child Protection and Family Support

- (a) No
- (b) (i)–(iv) Not applicable

DEPARTMENT OF FINANCE — STATE VEHICLE FLEET

2922. Mr M. McGowan to the Minister for Finance:

How many vehicles are there in the State Fleet as at 31 August 2014, and of those vehicle what is the breakdown in terms of:

- (a) government passenger vehicles;
- (b) commercial vehicles; and
- (c) any vehicles other than passenger or commercial vehicles?

Mr D.C. Nalder replied:

As at 31 August 2014, there were 11,084 State Fleet vehicles:

- (a) 5 055 government passenger vehicles;
- (b) 6 029 commercial vehicles; and
- (c) Nil

LOCAL GOVERNMENT AMALGAMATIONS — CITY OF COCKBURN

2939. Mr P.C. Tinley to the Minister for Local Government:

I refer to the Government's Local Government reform process, especially in relation to the future of the City of Cockburn and ask:

- (a) Is the Minister aware that many Coolbellup residents are fearful that local government reform may result in the closure of the highly valued Coolbellup Library and its associated services like the Community Hub and Parental assistance service; and
- (b) Can the Minister allay these fears by guaranteeing that the future of the Coolbellup Library and these services, and if not, why not?

Mr A.J. Simpson replied:

- (a) Yes
- (b) Regardless of local government boundaries, local libraries and community facilities will still be available to local residents. Our aim is to provide even better services to our communities.

SIR CHARLES GAIRDNER HOSPITAL — PULMONARY REHABILITATION

2948. Mr R.H. Cook to the Minister for Health:

I refer to Sir Charles Gairdner Hospital's Group Pulmonary Rehabilitation Exercise Class and ask:

- (a) what is the annual operating cost of the class;
- (b) how many patients attended this class in the last financial year;
- (c) what is the approximate cost per patient in running this class;
- (d) how many patients attending this class in the last financial year live in the Joondalup Health Campus catchment area;
- (e) how many patients currently attending the Sir Charles Gairdner Hospital (SCGH) 'Easy Breathers Program,' Hospital based pulmonary rehabilitation classes reside in the Joondalup Health Campus (JHC) catchment area;
- (f) what is the northern limit of SCGH volunteer transport service e.g. the geographical boundary, or northernmost suburb that the SCGH volunteer transport service covers;
- (g) would you consider Patient Assisted Travel Scheme applications for travel from patients attending this class who do not have private transport, fall outside the volunteer transport service area, and who have to travel in well excess of an hour on public transport to attend this class;
- (h) are there any future plans to provide a hospital based group pulmonary rehabilitation class at JHC, as opposed to just one-one one classes, if so, what is the timeframe for their introduction to JHC, and if not, why not; and
- (i) I note that the northernmost community based class, once participants are fit enough to no longer require hospital based classes is in Heathridge, given the rapid population growth in recent years in the Yanchep area, are there any plans to consider providing a Community Based Class at Yanchep (or within close proximity to Yanchep)?

Dr K.D. Hames replied:

- (a) The "Sir Charles Gairdner Hospital's Group Pulmonary Rehabilitation Exercise Class" as mentioned above forms part of the Sir Charles Gairdner Hospital (SCGH) tertiary hospital-based pulmonary rehabilitation service. The service comprises:

Assessment/screening to determine suitability to participate in hospital or community-based pulmonary rehabilitation program.

Specialist pulmonary rehabilitation for complex or rare lung conditions.

Pulmonary rehabilitation programs (group sessions) for suitable patients in the SCGH catchment area and those requiring a hospital based program. The Phase 2 pulmonary rehabilitation program offered comprises two assessments and 16 group sessions per patient for patients in the SCGH catchment area and those requiring a hospital based program. The Phase 3 pulmonary rehabilitation program (once weekly ongoing group session) is provided to patients not suitable to attend community based Phase 3 classes.

The service does not break down costs specific to the 'class' component.

The main operating costs for the whole service (not just the classes) are:

Phase 2 hospital based program (includes delivery of the classes, triaging of referrals and teaching and training at the hospital): 0.9FTE physiotherapist (\$95,976).

Phase 3 community-based pulmonary rehabilitation — class delivery: 0.4 FTE physiotherapist (\$38 176).

There are some indirect costs associated such as clerical support and utility costs, as per above.

- (b) 71 (50 patients Phase 2 program, 21 patients Phase 3 program).
 - (c) See comment about costings at (a). As of October 2014, the estimated average cost per patient is \$586.
 - (d) 33
 - (e) Five as at 30 September 2014.
 - (f) Wanneroo
 - (g) The Patient Assisted Travel Scheme (PATS) provides a subsidy towards the cost of travel and accommodation for eligible permanent country residents, including residents in the Peel region and their approved escorts, who are required to travel more than 100 kilometres to access the nearest eligible medical specialist. The SCGH Group Pulmonary Rehabilitation Exercise Class does not fall within the eligibility criteria for PATS.
 - (h) There are no such future plans due to insufficient demand at this time.
 - (i) WA Health-funded Community Physiotherapy Services (CPS) provides community based pulmonary rehabilitation groups across the metropolitan area for clients referred from public hospitals. Group locations are determined by referral demand and availability of appropriate venues. Currently, the northernmost group located in Heathridge covers a catchment from Hepburn Avenue north to Two Rocks; referral demand does not warrant an alternative location at this time.
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