



# Parliamentary Debates

(HANSARD)

FORTIETH PARLIAMENT  
FIRST SESSION  
2018

LEGISLATIVE ASSEMBLY

Tuesday, 18 September 2018

# Legislative Assembly

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**THE SPEAKER (Mr P.B. Watson)** took the chair at 2.00 pm, acknowledged country and read prayers.

## **WESTERN AUSTRALIA POLICE FORCE — R U OK DAY**

*Statement by Minister for Police*

**MRS M.H. ROBERTS (Midland — Minister for Police)** [2.01 pm]: Last week was a particularly challenging and tragic week for the community of Western Australia. It was also a challenging and traumatic time for our Western Australia Police Force officers and their families. Today, I rise to show our appreciation to all first responders who are asked to confront scenes and situations that we cannot begin to imagine.

Last week began with the horrific family homicides in Bedford of three young children, their mother and grandmother. The local police officers from Bayswater Police Station who first attended, the homicide investigators, the forensic teams and other specialist officers all confronted a scene that challenged mind, heart and spirit. The next day, the tragedy on the Swan River in which two teenage boys drowned followed. Many units were involved with the search and recovery, including units as diverse as the tactical response group, the water police, the mounted police, our State Emergency Services and, again, officers from Bayswater Police Station. Then the body of Julie Anne Cooper was discovered near Armadale, and sadly a missing person investigation became a homicide investigation. Mr Speaker, I would like to offer the profound thanks of this government and of the community of Western Australia to our first responders, their families and loved ones.

Last Thursday, 14 September, was R U OK Day, and the Premier and I, along with the Commissioner of Police, attended Maylands Police Complex to meet and thank many of those very important men and women who were involved in a variety of capacities in these distressing incidents—they go to terrible scenes, see terrible things and bear terrible burdens that the rest of us do not have to. These officers return home to their families, who, in turn, share the burden of what their loved ones have witnessed. I thank these officers and their loved ones for their commitment to the community of Western Australia.

Members: Hear, hear!

## **PARLIAMENTARY SITTING DATES 2019**

*Statement by Leader of the House*

**MR D.A. TEMPLEMAN (Mandurah — Leader of the House)** [2.04 pm]: I rise to inform members of the parliamentary sitting dates for 2019. As is usual practice, the dates are divided into autumn and spring sittings. Next year, 24 sitting weeks are scheduled for the Legislative Assembly, with one of the autumn sitting weeks to be vacated for budget estimates hearings. The addition of three weeks to the sitting calendar will be necessary to deal with an anticipated heavy legislative workload for 2019.

Generally, the house is scheduled to sit for two or three weeks, followed by a one-week or two-week recess around scheduled school holiday periods. There will be a five-week break during July and early August. Autumn sittings will commence on Tuesday, 12 February 2019 and conclude on Thursday, 27 June 2019. Spring sittings are scheduled to take place from Tuesday, 6 August 2019 to Thursday, 28 November 2019. For the information of members, I table the 2019 parliamentary sitting dates.

[See papers 1705 and 1706.]

## **ART GALLERY OF WESTERN AUSTRALIA — JANET HOLMES À COURT — APPOINTMENT**

*Statement by Minister for Culture and the Arts*

**MR D.A. TEMPLEMAN (Mandurah — Minister for Culture and the Arts)** [2.06 pm]: I would like to inform the house of the recent appointment of Ms Janet Holmes à Court as the new chair of the Art Gallery of Western Australia board. Ms Holmes à Court is one of the state's most influential and respected businesswomen, and has been listed as one of our 100 Living Treasures by the National Trust of Australia. She has been awarded an Order of Australia and promoted to a Companion of the Order of Australia for her involvement and advancement in the areas of construction, wine, cattle, musical and theatre culture, and the visual arts. Ms Holmes à Court has also been awarded the Centenary Medal for arts service as the chair of the West Australian Symphony Orchestra and the Black Swan State Theatre Company. She is the former chairperson of WASO, the chairperson of the Australian Children's Television Foundation and deputy chair of the Chamber of Arts and Culture Western Australia. Ms Holmes à Court will be a perfect fit for the Art Gallery's board and I look forward to working with her. As a long-time patron and passionate lover of the arts, she will provide strong and knowledgeable leadership in the lead-up to the gallery's 125<sup>th</sup> anniversary.

Ms Holmes à Court replaces outgoing chair Sam Walsh, who leaves to become chair of the Australia Council for the Arts. During Mr Walsh's tenure, the Art Gallery continued to reach and engage with broad audiences, enjoying increased visitation through its well-received *Culture Juice* series of exhibitions, which started with *The Rise of Sneaker Culture* and was followed by the hugely popular *Heath Ledger: A Life in Pictures*. In 2017–18, the gallery focused on attracting new and younger audiences through exhibitions such as the *Culture Juice* series, which attracted over 78 000 visits, 40 per cent of which were new visitors to the gallery. In fact, there was a considerable increase in attendance in the 2017–18 year, with a total of 375 698 people visiting the gallery, compared with 317 932 the previous year—that is an 18 per cent increase.

The major exhibition of 2018, *A Window on Italy—The Corsini Collection: Masterpieces from Florence*, received outstanding support from private philanthropists, the government and the Western Australia Italian community. Private support, including donations, varies year on year; for example, in 2013 and across 2015–16, we had two large cash donations of over \$1 million for the purchase of specific works of art. Last year was different, in that we attracted both \$258 000 to support our successful Corsini collection exhibition, as well as a large and valuable non-cash donation of paintings by Julie Dowling. Importantly, most new donors pledge to pay over a five-year period and these pledged non-cash contributions show up in a different way to cash donations on our balance sheet. I am happy to report that the Art Gallery of Western Australia Foundation membership has grown steadily by nine per cent in the past five years. I would like to thank and acknowledge Mr Walsh's contribution to the arts during his tenure and wish him well in his new role.

### **PITT HOPKINS SYNDROME**

*Statement by Minister for Health*

**MR R.H. COOK (Kwinana — Minister for Health)** [2.09 pm]: I rise to inform the house about Pitt Hopkins syndrome and the work that the McGowan government is doing broadly with regard to rare diseases. I thank the member for Mount Lawley, who has been advocating on behalf of the Conway family to raise awareness of Pitt Hopkins syndrome. Today, being International Pitt Hopkins Awareness Day, I am glad that James Bonzas, Dean, Kassie and Zach Conway, and Zach's carer, can be with us in the public gallery today.

Pitt Hopkins syndrome is a genetic condition characterised by intellectual disability and developmental delay, breathing problems, recurrent seizures and distinctive facial features. People with the condition typically do not develop speech. Many affected individuals exhibit features of autistic spectrum disorders, characterised by impaired communication and socialisation skills. The exact prevalence of Pitt Hopkins syndrome is unknown; however, it is a rare condition. Pitt Hopkins syndrome is one of over 7 000 known rare diseases, which are estimated to affect around 350 million people globally. In WA, it is estimated that rare diseases affect up to 190 000 people, including 63 000 children, representing between six and eight per cent of the population. Rare diseases are often addressed collectively. In WA, rare diseases are recognised as a public health priority. This has led the WA Department of Health to develop the "WA Rare Diseases Strategic Framework 2015–2018", which outlines a range of initiatives aimed at responding to the needs of Western Australians living with rare diseases. The government recognises the need for rare disease research and the vital work of disease-specific research funds and it is focused on supporting rare diseases collectively. It does this in a variety of ways, including supporting research through its membership of the International Rare Diseases Research Consortium. It also provides funding to the Genetic and Rare Disease Network, which is a not-for-profit organisation that acts as a peak body for genetic and rare disease support groups in WA, working to empower individuals and their families to reach positive health outcomes.

In WA, we are proud of the work of the Undiagnosed Diseases Program. The UDP is a world-leading program, which works to solve the most challenging medical mysteries for our children and youth. The UDP assembles a dream team of medical doctors and partners them with the latest technologies such as genomics, phenotypes and 3D facial analysis. The program delivers cutting-edge innovation and equitable and efficient medical care through the power of diagnosis. Over two years, the UDP has produced some outstanding outcomes, including a 60 per cent diagnosis rate for referred patients, Aboriginal engagement, and an expansion to include young adults between 16 and 25 years of age.

I look forward to working with the member for Mount Lawley and the Conway family to raise awareness of this rare disease in the lead-up to Rare Diseases Day in 2019 and on International Pitt Hopkins Awareness Day in the future.

### **KERRY HILL, AO — TRIBUTE**

*Statement by Minister for Housing*

**MR P.C. TINLEY (Willagee — Minister for Housing)** [2.12 pm]: I rise to pay tribute to the great Australian architect Kerry Hill, who passed away recently after a short illness. Kerry was a multi-award winning architect who received awards and recognition throughout the world for his innovative and often breathtaking designs.

After graduating from the University of Western Australia in the late 1960s, Kerry worked locally for the firm Howlett and Bailey Architects before moving to Hong Kong. It was here that his career as one of the region's most famous architects took hold and he is credited with work in India, Bhutan, Japan, China, Croatia, Jordan and Spain and countries across the Middle East and South-East Asia. In 1979, Kerry started his own practice, Kerry Hill Architects, headquartered in Singapore, but with a local office in Perth. The practice specialised in hotel and resort design, but completed a broad range of projects through the region. Kerry received many accolades during his lifetime, and in 2012 was appointed an Officer of the Order of Australia for distinguished service to architecture, particularly as an ambassador for Australian design in South-East Asia, and as an educator and mentor. Kerry Hill also received awards and recognition for many of his local works. Ogilvie House at Sunshine Beach was a joint winner of the 2003 Robin Boyd Award for Residential Buildings and, in 1998, Ooi House in Margaret River won the Royal Australian Institute of Architects' National Commendation for Residential Buildings in 1998. A more recent design, the Amanemu resort in Shima, Japan, won the 2017 Jørn Utzon Award for International Architecture by the RAI and the 2017 Building of the Year by the Singapore Institute of Architects. Kerry Hill has left us several examples of his innovation and creativity throughout Perth, notably the City of Perth Library, Como The Treasury and the State Theatre Centre of Western Australia.

I pay tribute to Mr Kerry Hill, AO, and pass on my condolences to his family and friends. On behalf of the state of Western Australia, I thank him for the legacy he leaves in the buildings that future generations will enjoy for many years to come.

### QUESTIONS WITHOUT NOTICE

#### METH HELPLINE — FUNDING

**664. Mr S.K. L'ESTRANGE to the Minister for Health:**

Can I first please acknowledge the year 11 girls from St Mary's Anglican Girls' School, which is in the member for Scarborough's electorate, who join us in the gallery today.

Between 2015–16 and 2016–17 calls to the Meth Helpline increased by over 35 per cent, but in 2016–17 24 per cent of calls were not answered. Why has the minister decided to cut funding by \$154 000 at a time when demand for help is increasing and calls are already going unanswered?

**Mr R.H. COOK replied:**

The McGowan government's commitment to fighting the scourge of methamphetamine is on the public record for all to see. We came to government with our meth action plan. It includes a meth border force in the WA Police Force, the first alcohol and other drug rehabilitation services in our prisons, and the meth task force, which is currently working on a comprehensive plan about how we as a society can get on top of meth issues. The so-called funding cuts that the member referred to was a two-year allocation by the previous government associated with, at that point in time, a small publicity campaign that it was doing about the Meth Helpline. That funding finished at the end of the two years so it is not a cut at all. It is simply a one-off program —

Several members interjected.

**The SPEAKER:** Members!

**Mr R.H. COOK:** The drastic cuts that the —

**Mrs A.K. Hayden** interjected.

**The SPEAKER:** Member for Darling Range, I have already given you a warning.

**Mr R.H. COOK:** The so-called drastic cuts that the opposition would like to say is leading to this level of missed calls are exactly as they were under its government. There was a slight spike in July this year but since then the call abandonment rate has been —

**Mrs L.M. Harvey** interjected.

**The SPEAKER:** Member for Scarborough!

**Mr R.H. COOK:** In July, member. But since then we are getting the same outcomes in calls answered as was demonstrated under the previous government. I am not quite sure what their problem is. There is either adequate under their term —

**Mr A. Krsticevic** interjected.

**The SPEAKER:** You shouting out is not helping people. Members, I want to hear the answer; it is a very important question.

**Mr P.A. Katsambanis:** Mr Speaker, nice tie!

**The SPEAKER:** Thank you. I will not call you to order for that!

**Mr R.H. COOK:** We are doing more in government than the previous government did in its entire eight —

**Mr A. Krsticevic** interjected.

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

**Mr A. Krsticevic:** Thank you, Mr Speaker.

**The SPEAKER:** I call you to order for the second time.

**Mr R.H. COOK:** We have a multitude of lines around help for families and parents with people with drug problems. We have the dedicated alcohol and other drugs service line. We have a plethora of support services out there, and in addition to that —

**Mr A. Krsticevic** interjected.

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

**Mr R.H. COOK:** — we are implementing a 30-bed expansion of alcohol and other drug rehabilitation beds in the south west. This is the record of a government that takes methamphetamine seriously. Soon we will have a report from the methamphetamine task force, which will provide a further comprehensive plan for how we can continue to resource methamphetamine, alcohol and other drug services in Western Australia to fight the scourge that methamphetamine represents. The fact that the opposition has highlighted this small issue in a finite-funded program that it put in place, which must be the sum total of its pride in government, is really a sad reflection of it in government. The number of missed calls is the same long-run average. The mob opposite has nothing to worry about because we are in government and we are resolving issues that involve methamphetamine.

#### METH HELPLINE — FUNDING

##### 665. **Mr S.K. L'ESTRANGE to the Minister for Health:**

I have a supplementary question. This issue is about funding the Meth Helpline service now. I am not talking about the previous government. Meth use and addiction puts individuals and families in crisis. Does the minister think it is appropriate that when a Meth Helpline caller wants to remain anonymous, will not leave a message and needs counselling that their call goes unanswered?

**Mr R.H. COOK replied:**

I completely reject the assertion from the member. There is a whole range of reasons why a call is abandoned—whether it is because that person did not want to receive that call or was distracted and decided not to. The fact of the matter is that the same number of calls are being answered and the same number of calls are being abandoned as in the member's time. The only difference now —

**Mr S.K. L'Estrange** interjected.

**The SPEAKER:** Shouting will not get you anywhere, member for Churchlands. I call you to order for the first time.

**Mr R.H. COOK:** The only difference now is that the government has a comprehensive plan around methamphetamine, alcohol and other drugs.

**Dr M.D. Nahan** interjected.

**The SPEAKER:** Leader of the Opposition!

**Mr R.H. COOK:** The only difference now is that the government has implemented the first rehab in prisons in this state's history. The difference now is that the government has a border force unit inside the police.

**Mr S.K. L'Estrange** interjected.

**The SPEAKER:** I call the member for Churchlands to order for the second time.

**Mr R.H. COOK:** We are getting to the same number of calls on the meth helpline as demonstrated under the previous government.

**Dr M.D. Nahan** interjected.

**The SPEAKER:** Leader of the Opposition!

**Mr R.H. COOK:** This is a natural part of the process. The member for Churchlands continuing to parrot some statistics that were, quite frankly, revealed in May as a result of the budget—thank you very much for being so up to date —

**Mr S.K. L'Estrange:** So what have you done about it?

**The SPEAKER:** Members!

**Mr R.H. COOK:** I have just demonstrated to you, member, that we are doing much more in government than you guys could ever have dreamed of when you were there.

## STRAWBERRY INDUSTRY

**666. Ms M.M. QUIRK to the Premier:**

I refer to the hardworking strawberry producers across Western Australia and the disgraceful actions that have recently been taken to contaminate Western Australian strawberries and damage this industry. Can the Premier outline to the house why Western Australians should continue buying strawberries and supporting this important industry? Can he advise what the McGowan Labor government is doing to help? I am very pleased he is promoting strawberry daiquiris.

**Mr M. McGOWAN replied:**

I thank the member for Girrawheen for her advocacy for the state's strawberry growers and the strawberry industry. I think all Western Australians have been shocked and appalled by what we have seen—the deliberate tampering with fruit, in particular strawberries, in our state and across Australia. I think every member of Parliament would join me in wanting to express our support for our strawberry growers, their workforces and families all over Western Australia and encourage all Western Australians to continue to eat this delicious fruit, which is locally grown and supports Western Australian families and workers in our state. What we have seen occur has shocked the entire nation. The fact that it appears that today a primary school student at Willetton Primary School bit into a strawberry with a needle in it is beyond description in its depravity and evilness. I say to all Western Australians that this sort of conduct that the people who have done this have engaged in is clearly unacceptable and is unlawful. People are subject to a penalty of 20 years' imprisonment if they are caught tampering with fruit in this way. The fraud squad is currently investigating the cases that have come to light in Western Australia.

This morning we announced that we would be offering a \$100 000 reward for any information that leads to the conviction of someone for tampering with strawberries in this way. We expect the police to pursue these cases strongly and effectively to try to get to the bottom of what has occurred. The families and the businesses that grow strawberries are good, honest hardworking people, who are engaged in a difficult industry in which they have to work very hard. The quality of the product in Western Australia is second to none. I encourage every single Western Australian to continue to consume strawberries. They should beware that in the current environment they should merely cut them in half just to check that they have not been tampered with, but I think that we should encourage all Western Australians to continue to eat Western Australian strawberries. Without meaning to be frivolous or flippant, in this vein I want to demonstrate to Western Australians that our strawberries in our state are high-quality and excellent. I encourage every Western Australian to continue to eat Western Australian-grown strawberries.

## POLICE — CRIME STATISTICS

**667. Mr P.A. KATSAMBANIS to the Minister for Police:**

I refer to crime statistics on the Western Australia Police Force website. Can the minister confirm that crime statistics for the last six months of the 2017–18 financial year are four per cent, or 5 500, higher compared with the previous six months?

**Mrs M.H. ROBERTS replied:**

No, I cannot.

## POLICE — CRIME STATISTICS

**668. Mr P.A. KATSAMBANIS to the Minister for Police:**

I have a supplementary question. Can the minister confirm that in the last six months, non-dwelling burglaries, stealing, graffiti, fraud and related offences have all increased by more than 10 per cent compared with the previous six months?

**Mrs M.H. ROBERTS replied:**

No, I cannot.

**Mr P.A. Katsambanis:** Who's in charge?

**The SPEAKER:** I am.

## STATE FINANCES

**669. Mr Y. MUBARAKAI to the Treasurer:**

I refer to the McGowan Labor government's commitment to responsible financial management. Can the Treasurer remind the house what happened to the state's finances on this day five years ago and advise the house how this government's strategy to restore confidence in the state's finances compares with the reckless approach taken by the previous Liberal–National government five years ago?

**Mr B.S. WYATT replied:**

I thank the member for Jandakot for that very good question. Five years ago, on this very day, in one of the proudest achievements of the former Liberal–National government, we lost our AAA credit rating. In fact, perhaps one of the longest lasting legacies of the former Liberal–National government was the downgrade from AAA.

**Mr D.C. Nalder** interjected.

**Mr B.S. WYATT:** Sorry, I thought there was an interjection I was looking forward to taking.

Happy fifth anniversary to the member for Riverton on what is without doubt one of the standout achievements of his time in office. During the time afterwards I recall the member for Riverton, the Leader of the Opposition, and a range of different ministers, who now find themselves on the shadow frontbench, saying that no-one could have foreseen what was going to happen. That was despite the fact that everybody was warning the then government around its spending proclivities and the levels of net debt—I remind all members that net debt at the time of the downgrade was \$15 billion. If only they had done what they said they were going to do with that downgrade. I want to quote the then member for Cottesloe, the former Premier, when the downgrade came. He said —

You can expect there will have to be further belt tightening across all areas of government. There will be pressure across the WA community and I regret that ... debt is real money and has to be repaid and serviced.

Two years prior to that—actually, 12 months prior to that—the then leader of that government said that debt never had to be repaid. He changed his mind and what happened? Two and a half years later, on 8 February 2016, we got another downgrade because of that firm behaviour of the former government to control its own spending. Now that the grown-ups are finally in charge, what is the latest from the credit rating agencies? On 28 August, Moody's stated that it acknowledged Western Australia's stated commitment to limiting spending within targeted ranges, as well as its recent achievements in lowering the rate of expenditure growth. The reason is that on this side of the house we understand that debt is real money, it has to be repaid and governments cannot simply run operating deficits as large as members opposite left the people of Western Australia upon their electoral defeat. We are seeing now that strong fiscal management blossoms into other areas, which is why we are seeing confidence return to the Western Australian economy, and business investment, for the first time since 2013, starting to grow again. Both consumer and business confidence, compared with the dying days of the former government, when it was at the level of economic Armageddon, is now growing. Despite the fact that in the last year of the former government we had our first recession on record, we are seeing economic growth. At every turn, things are getting better. Next week, with the *Annual Report on State Finances* for 2017–18, members will see more of that effort now providing very well earned rewards to the people of Western Australia. I say to the Liberal and National Parties, "Happy anniversary on your AAA credit rating downgrade!" It is something that I suspect will be part of their legacy for a long time to come.

#### FREEDOM OF INFORMATION APPLICATIONS

##### **670. Ms M.J. DAVIES to the Premier:**

I refer to the Premier's claims that his government will strengthen governance, accountability and transparency across government and I note the 37 freedom of information requests lodged by the Nationals WA since May last year.

- (1) Does the Premier consider it acceptable that 10 out of the 37 requests took 100 days or longer to be finalised?
- (2) Does the Premier consider it acceptable that two of these requests on important issues such as his education minister's suite of education cuts and bullying concerns at Southern Ports Authority were overdue by more than three months?

##### **Mr M. McGOWAN replied:**

- (1)–(2) The government believes in transparency and accountability. We have done our utmost to approve systems in government to achieve that. Members might note that we have given the Auditor General access to cabinet documents, something that the Langoulan report suggested should occur and had not occurred before, but we are allowing under this government. When it comes to freedom of information, of course a Labor achievement in government, it is true that in the 2017–18 financial year there have been 156 FOI applications to the government. Compare that with the 2016–17 financial year, when there were 79. In other words, it is roughly double the number of FOI applications.

Several members interjected.

**The SPEAKER:** Members!

**Mr M. McGOWAN:** There is roughly double the number of FOI applications —

Several members interjected.

**The SPEAKER:** Members.

**Mr M. McGOWAN:** Mr Speaker, I am giving a very reasonable answer to the question. Double the number of FOI applications and of course we are going to find that there is enormous pressure to deal with those FOI applications.

*Tabling of Paper*

**Mr D.T. REDMAN:** I believe the Premier was reading from an official document. I wondered whether you could ask the Premier if he would table it.

**Mr M. McGOWAN:** I did not quote from it and I was not reading from it.

**The SPEAKER:** Premier, were you just quoting from it or were you reading from it?

**Mr M. McGOWAN:** It is a document —

**Dr M.D. Nahan:** He was reading from it.

**Mr M. McGOWAN:** I am trying to answer a question here, Mr Speaker. It is a document prepared for Parliament on freedom of information. At the top it has the number of applications received in the latest financial year compared with the earlier financial year. I quoted the two figures, 2017–18 and 2016–17. But, Mr Speaker, I am happy to table it. I do not care; all it does is point out all the opposition's dysfunction and failures. That is all it does. If the opposition wants to know all about dysfunction and failures, I will point all this out. What is more, I will read it out to the house if they like.

*Questions without Notice Resumed*

Several members interjected.

**The SPEAKER:** Members!

**Mr M. McGOWAN:** Here we go; the whole thing. It states —

- The FOI unit within DPC is under enormous pressure.
- There were 156 Applications received in the 17/18 financial year.
- Compare that to the;
  - 2016/17 financial year—79 applications.
  - 2015/16 financial year—94 applications.
- The largest number of FOI have come from the LOOP.

Several members interjected.

**The SPEAKER:** Members!

**Mr M. McGOWAN:** You wanted it and now you are going to get it.

Several members interjected.

**The SPEAKER:** Members! I want to hear the answer. You asked the Premier to read, and he is reading it. Listen.

*Point of Order*

**Mr D.T. REDMAN:** Mr Speaker, my request was for the Premier to table it and there was not an expectation for him to read it out. I am happy for him to table it. As I understand it, Mr Speaker, the Premier has acceded to that request.

**The SPEAKER:** Member, the Premier is going to table it, so you have got your point of order.

*Questions without Notice Resumed*

**Mr M. McGOWAN:** I want to be completely transparent and accountable. I want to give you everything.

Several members interjected.

**The SPEAKER:** Members!

**Mr M. McGOWAN:** The document continues —

- Many of these have been nuisance FOI applications with broad scope and imprecise requests for information.
  - They've put in FOI applications seeking every text message I've sent to ministers.
  - They've put in FOI application with just one board keyword as its search term

Several members interjected.

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

**Mr M. McGOWAN:** The document continues —

- Examples of the broad and imprecise nature of the applications made by LOOP include —

**Ms L. Mettam** interjected.



**The SPEAKER:** Member for Vasse.

**Mr M. McGOWAN:** It continues, in quote —

*... “information in the form of whole or part documents, emails, facsimiles, written notes, post-it notes, pictures and other visual and audio formats, presentations, electronic messages of any kind and any other form of written or electronic information or documentation communicated”:*

- *to or from any Ministerial office, media outlet or Government Department, in relation to four staff members.*
- The significant increase of applications along with the broad and imprecise nature of many requests has directly contributed to FOI applications not being able to be completed within the 45-day legislated timeframe.
- This also means that applications from members of the public with a non-political interest are experiencing subsequent delays in responses to their applications.
- This means that journalists are experiencing delays in getting their FOIs processed

Several members interjected.

**The SPEAKER:** Members!

**Mr Z.R.F. Kirkup** interjected.

**The SPEAKER:** I know you put a lot of FOIs in, member for Dawesville. But I also call you to order for the first time.

**Mr M. McGOWAN:** Mr Speaker, it gets a lot better now. The document continues —

- There was a case of both the Hon. Tjorn Sibma and the LOOP office putting exactly the same FOI application.

Several members interjected.

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

**Mr M. McGOWAN:** This is good. It continues —

- The FOI unit had to ask the LOOP office whether it wanted to align its application to that of Hon Tjorn Sibma.
- The LOOP office had no idea the Hon Tjorn Sibma had lodged the FOI and had to ask the FOI unit who the other application was from.
- Even when it found out the LOOP office refused to match its application to the LOOP office.

I think it means to Mr Sibma. The document continues —

- On 14 December 2017, the Hon Tjorn Sibma lodged an FOI application for all records relating to Barry Urban between November and December 2017
- On 26 February 2018—two months later—the Office of the Leader of the Opposition lodged exactly the same FOI application.
  - The LOOP office were informed the same application had been lodged and was currently being processed.
  - FOI Unit asked LOOP if they would agree to their application aligning with the Hon Tjorn Sibma’s FOI application and being dealt with at the same time.
- The LOOP office—bizarrely—

I am only quoting here —

asked who the other applicant was and in doing so had to seek the consent of the Hon Tjorn Sibma.

- The FOI Unit informed the LOOP office that the other applicant was the Hon Tjorn Sibma.
- The LOOP maintained they still wanted their FOI application dealt with separately despite it being exactly the same as Hon Tjorn Sibma’s.

Several members interjected.

**The SPEAKER:** Members, you have had your fun, okay? Paper is tabled.

[See paper 1707.]

## FREEDOM OF INFORMATION APPLICATIONS

**671. Ms M.J. DAVIES to the Premier:**

I have a supplementary question. I note that my question was in relation to freedom of information requests lodged by the Nationals since May last year. Will the Premier uphold his claim that his government will strengthen governance, accountability and transparency across government; will he increase resources to the FOI unit; or, if not, will he apologise for breaking his promise to provide gold standard transparency in government?

Several members interjected.

**The SPEAKER:** Members!

**Mr M. McGOWAN replied:**

It is hard for me to answer that question considering I do not have my notes any more. The reality is that if members put a lot of frivolous and meaningless FOIs, as I just demonstrated, it puts the public servants under huge pressure. The journalists cannot get theirs answered and members of the public cannot get theirs answered, but the unit is working as hard as —

**Ms M.J. Davies** interjected.

**Mr M. McGOWAN:** Please, the member asked me a question and now she is just interjecting incessantly.

**Ms M.J. Davies:** Well, you're not answering it.

**Mr M. McGOWAN:** What did you say?

**Ms M.J. Davies:** You're not answering it.

**Mr M. McGOWAN:** You did not.

**Ms M.J. Davies:** I did so.

**The SPEAKER:** Leader of the National Party!

**Mr M. McGOWAN:** If you put in a lot of frivolous applications —

**Mrs L.M. Harvey:** If you don't answer parliamentary questions, we have to FOI.

**Mr M. McGOWAN:** Mr Speaker, I am trying to answer the question.

**The SPEAKER:** Member for Scarborough, I call you to order for the first time. You know better than that.

**Mr M. McGOWAN:** Obviously, if the number of FOIs are doubled, the unit is going to be under pressure. I believe in FOI; I want FOIs to be answered. All I would ask the opposition to do is for there to be a little —

Several members interjected.

**The SPEAKER:** Members!

**Mr M. McGOWAN:** The member asks for accountability and she will not even let me answer.

**Mrs A.K. Hayden** interjected.

**The SPEAKER:** Member for Darling Range.

**Mr M. McGOWAN:** All I say to the opposition is that it should do a little bit of coordination. It should make sure it works out the information it actually wants, and not ask huge, broad freedom of information questions that cannot possibly ever be answered, as they never have been in the last 30 years.

## SAFE AT HOME PROGRAM

**672. Ms C.M. ROWE to the Minister for Prevention of Family and Domestic Violence:**

I refer to the Safe at Home program that does great work in preventing homelessness for women and children affected by family and domestic violence. Can the minister outline to the house why this program is so valuable; and, can the minister advise the house on whether the federal government has provided funding certainty for this program?

**Ms S.F. McGURK replied:**

I thank the member for Belmont for her question, and also her passionate advocacy on behalf of this important policy area. Sadly, not a week goes by that we are not reminded why we need to pay attention to this important issue throughout this state.

There is a distinction between two programs. One, Safe at Home that the member asked about, is a program funded by the state government; another program with a similar name, called Keeping Women Safe in Their Home, is funded by the federal government, but they do a similar thing. When victims of domestic violence—usually women with children; sometimes they have children—need some advice about how to deal with the dangers they are confronted with, they might come into a women's refuge, for instance, and get advice from one of those services. Keeping Women Safe in Their Home or Safe at Home—either of those programs—does a risk assessment of the circumstances for those women and sometimes children, and might advise that in fact it is useful for those

women and children to stay in their house. So it might, for instance, be ensured that there are active restraining orders in place and a safety plan, and there might be added security—CCTV and the like—and ongoing monitoring, depending on the result of the risk assessment undertaken. The state government puts about \$1.8 million a year into that program, and from the state government point of view in 2018–19 we assisted 842 people through it. In fact, it is really heartening to see how many people have been able to stay in their home, particularly for children being able to stay at their local school and people being able to keep up their work commitments, and keep in touch with families and colleagues and the like and their support networks.

However, funding for the federal government Keeping Women Safe in Their Home program will come to an end on 31 October. Despite me writing to both the Minister for Women and the Minister for Families and Social Services about this issue, we have had no assurance that money will be provided in the future. I think that is an absolute shame. In fact, the Western Australian Council of Social Service and the Women’s Council for Domestic and Family Violence Services are also concerned, and have written to both of those ministers and members throughout the federal Parliament advocating for the continuation of that funding.

Services that have received federal funding through that program include Pat Thomas House in Peel; the Patricia Giles Centre, which covers the Joondalup, Mirrabooka and Midland areas; the Pilbara Community Legal Service; Starick, which covers the south-east metropolitan corridor including Midland and Perth; the Lucy Saw Centre; and, Wungening Aboriginal Corporation, which is doing a pilot for Aboriginal women and their children. That is all important work, member, as I hope most members in this chamber would agree. It was heartening, after the spate of very tragic homicides that this state has endured, that the Premier received correspondence from the current Prime Minister offering assistance. We hope he is true to his word on that offer, and we might be able to get some assurances about this program. I really hope that we can continue to advocate for not only an extension and a better understanding of the multitude of services that we need to provide for victims of domestic violence—often women, sometimes with children—but also that we can provide safe havens in refuges, and, when we can, keep women and children safe in their homes through proper risk assessment. I really hope we can continue to do that work.

#### POLICE — BUDGET

##### **673. Mr P.A. KATSAMBANIS to the Premier:**

I refer to the recent Western Australian Police Union of Workers survey, in which only 2.8 per cent of police officers believe that the McGowan government is appropriately resourcing police. Will the Premier listen to the concerns of the union and the police officers who are concerned about the damage that his budget cuts are having on policing and public safety; and, will the Premier immediately commit to reversing his \$250 million in budget cuts?

##### **Mr M. McGOWAN replied:**

Under this government we have expanded the police budget. We put in place the meth border force, which comprises 120 officers devoted to the issue of interdicting methamphetamine coming into Western Australia by road or sea. We put in place the regional enforcement unit, which is a dedicated team of police officers to deal with the shocking road toll in regional Western Australia. There have been additional police officers for that. We have also put in place additional officers to ensure that stations can stay open for longer in a range of areas, and some stations are able to be in place 24 hours a day. Obviously, we inherited a budget situation with a range of embedded savings initiatives put in place by the former Minister for Police, who is sitting over there; those were already in the budget. So what the member for Hillarys is objecting to is what his police minister did. That is what the member for Hillarys is objecting to.

This question time I have had two questions demanding more money be spent—one by the Leader of the Nationals WA, and one by the member for Hillarys—but they take no responsibility for the \$40 billion of debt the former government left.

Several members interjected.

**Mr M. McGOWAN:** And then the member for Hillarys groans!

The argument of the opposition is, “Oh, it was only \$32 million”, and that I am including the forward estimates. That is the extent of the opposition’s argument. The former government inherited \$3.5 billion of debt, took it to \$32 million, and \$40 billion across the forward estimates. Now, anyone who understands the forward estimates will know it is extremely difficult to just wipe out \$8 billion of spend in the forward estimates and say, “That’s all gone.”

**Mr P.A. Katsambanis:** So you take it out of police! That’s what you do—you take it out of police!

**The SPEAKER:** Member for Hillarys, I call you to order.

Several members interjected.

**The SPEAKER:** Members!

**Mr M. McGOWAN:** The member’s question is nonsensical, because it was already in the budget left for this government.

## POLICE — BUDGET

**674. Mr P.A. KATSAMBANIS to the Premier:**

I have a supplementary question. Why is the Premier arrogantly refusing to meet with the police union, given the important job it does in representing the officers who protect the people of Western Australia?

**Mr M. McGOWAN replied:**

If members opposite go through the budget, they will find there has been an increase in police resourcing. But the premise of the member's question is incorrect. I am unaware of any request for a meeting from the police union. I mean, I do not get around Western Australia sort of saying to people, "Do you want to meet me?" If people would like to meet me, they put a request in to come and meet me. I have a very accommodating appointment secretary, much to the chagrin of my chief of staff! But if the police union would like to meet me—if George, Brandon, Harry and those members of the police union would like to meet me—of course I will meet them.

## CULTURE AND THE ARTS — FUNDING

**675. Mr J.N. CAREY to the Minister for Culture and the Arts:**

I refer to the McGowan Labor government's commitment to growing WA's creative industries and jobs across the local arts sector. Can the minister advise the house whether the state is being supported by the federal government in delivering this commitment; and, if not, how is WA not receiving its fair share?

**Mr D.A. TEMPLEMAN replied:**

I thank the member for Perth for his continued interest in culture and the arts, particularly the creative industries.

The creative industries is a rapidly growing aspect of the Western Australian and Australian economies, and it will continue to grow. It needs to be supported strongly by all levels of government, but particularly, of course, the federal and state governments. The member has asked a question that is very important because since 2001 we have had, in my view, an outdated formula for funding from the federal government, particularly with regard to what are known as the major performing arts organisations under the major performing arts framework, and it is effectively unfair. The weighting in favour of other states, particularly New South Wales and Victoria, is stark. Because the member has asked, I would like to give a few comparisons. In terms of the MPA framework—the major performing arts framework—for every dollar invested in our state's major opera, dance and theatre companies, the federal government invests only 28 cents, compared with \$3.89 for New South Wales and \$1.79 for Victoria. To make this even clearer, New South Wales needs to spend only \$11.7 million of its own money for 10 major performing arts companies, while Western Australia contributes \$9 million for its four major performing arts companies. What does this mean? It simply means that it is now an outdated methodology.

When I went to the cultural ministers' meeting in Canberra at the end of last week, I highlighted the discrepancies and called on the federal government to be much fairer in terms of distribution and, indeed, recognise that this unfair treatment of Western Australia in particular must be remedied. I have asked—or demanded, basically—that we need an increase of \$3.6 million from the federal government just to bring us up to a comparative level with the other states.

It is so important that members in this place understand the contribution that cultural and arts activities and the cultural industry make to the Western Australian economy. The McGowan government is very proudly investing heavily in those creative industries, including of course contemporary music and other areas, and we will continue to do so. But it is time that the federal government and the federal arts minister recognised the discrepancies in a formula that is now outdated and needs to be adjusted. Western Australia is not asking to take money from other states; it is simply asking for us to be treated fairly and to receive appropriate funding to allow our major performing arts organisations to continue to do the tremendous job they do in our community.

## ALBANY WAVE ENERGY PROJECT

**676. Mr D.T. REDMAN to the minister representing the Minister for Regional Development:**

I refer to the Albany wave farm project and the state government's commitment of \$15.75 million to the project.

- (1) What are the funding milestones for the project?
- (2) What funding acquittals are authorised at each of these milestones?
- (3) Who authorises evidence of meeting set milestones?
- (4) Has Carnegie Clean Energy met any milestones to date; and, if so, which ones?

**Mr M. McGOWAN replied:**

I thank the member for the question.

- (1)–(2) The milestones of the project and the associated acquittals are included in the financial assistance agreement, which I now table. The member should be aware that the financial assistance agreement was tabled in the other place in August in response to a question from Hon Martin Aldridge, MLC.

- (3) The Department of Primary Industries and Regional Development holds the funding agreement with Carnegie Clean Energy on behalf of the state. Decisions on the achievement of milestones that trigger payments are made by the appropriate departmental executive.
- (4) No.

[See paper 1708.]

#### WATER CORPORATION — HARDSHIP MEASURES

**677. Ms L.L. BAKER to the Minister for Water:**

I refer to the large number of struggling households that had their water supply cut off under the previous Liberal–National government. Can the minister please update the house on how the measures the McGowan government has implemented are helping Water Corporation customers who are facing hardship?

**Mr D.J. KELLY replied:**

I thank the member for the question. I find it pretty distasteful that members opposite should laugh at the suggestion that struggling households were having their water effectively cut off in large numbers under the previous government. The Water Corporation does not completely cut off the water of non-payers; it reduces it to a trickle, so that if they are patient, they can get a glass of water, but they cannot have a shower and they cannot use their washing machine. Under the previous Liberal–National government, every working day, Monday to Friday, nine families in Western Australia were having their water reduced to a trickle for non-payment of bills.

**Mrs A.K. Hayden** interjected.

**The SPEAKER:** Member for Darling Range, I call you to order for the first time.

**Mr D.J. KELLY:** Almost 2 500 families a year in Western Australia were having their water reduced to a trickle under the government of members opposite. When I came —

**Mrs A.K. Hayden** interjected.

**The SPEAKER:** Member for Darling Range, I call you to order for the second time.

**Mr D.J. KELLY:** It is interesting that the member for Darling Range has just asked how many are happening now, under this regime, because I am about to tell her. When we came into government, one of the first issues I raised with the Water Corporation was the level of these restrictions. I said it was simply not acceptable for such a large number of families to experience this because of bill shock.

**Mrs A.K. Hayden** interjected.

**The SPEAKER:** Member for Darling Range, I do not want to hear your voice again.

**Mr D.J. KELLY:** I initially said to Water Corporation, “I want you to see if you can reduce the number of families that experience this situation by 20 per cent.” The Water Corporation went away and had face-to-face conversations with some of the concession holders and some of the families who typically had the most difficulty paying their water bills. Out of that program, the Water Corporation has introduced a number of initiatives to assist people. One is the bill shock prevention program. When the Water Corporation identifies a household that has had an unusual spike in its water usage, usually due to a leak, then rather than just sending out a bill and letting the family reel in horror at what is going on, it now intervenes personally to speak to the household about the situation. To date in 2018, 654 customers have benefited from that early intervention program. We have introduced a greater early intervention program across all customers who are experiencing difficulties.

As a result of that early intervention program, the number of families who have had their water restricted has decreased—not by 20 per cent, but actually by 57 per cent. In the financial year 2017–18, the number of families who experienced that went from nearly 2 500 down to 1 063. That is a 50 per cent reduction in the number of families who have experienced that inconvenience, not because they are now not paying their bills, but because the Water Corporation is talking to those customers early, putting them on payment plans, and people are managing to get through whatever the difficulties were that caused them to get into difficulties with their water bill.

On top of that, I mentioned that the Water Corporation actually contacted —

Several members interjected.

**The SPEAKER:** Members! You sound like a rabble.

**Mr D.J. KELLY:** In addition to the face-to-face conversations that the Water Corporation had with some of those customers in hardship, it also introduced a number of other initiatives. One is called Medical Assist, which we previously announced. That is a program for people who are on home dialysis and are therefore having —

**Mrs A.K. Hayden** interjected.

**The SPEAKER:** Member for Darling Range, I call you to order for the third time.

**Mr P.C. Tinley** interjected.

**The SPEAKER:** Minister for Housing, I call you to order for the first time.

**Mr D.J. KELLY:** People who are receiving home dialysis have extraordinarily high water bills, so under Medical Assist, people getting home dialysis now get an allowance of 180 000 litres of water per annum free. To date, 78 Western Australians on home dialysis have registered for that program. Home dialysis is difficult at the best of times; having to worry about their water bill is something that we, as a government, think those people can do without. The good news is that we have assisted people to pay their water bills, and the Water Corporation has done that within its existing budget. This is an example of how on our side we care about the people of Western Australia. We want to assist them by making it easier for them to pay their utilities, including their water bills. If we are smart about it, we can do this without a significant increase to the public purse.

#### TICKET SCALPING

**678. Mr J.E. McGRATH to the Premier:**

Nice tie, Mr Speaker!

I refer to the Labor Party's "Fresh Idea" 173, "Introduce new laws to crack down on ticket scalping", and the Premier's comments in 2015 when he was the Leader of the Opposition, and I quote —

... it is up to this Parliament to show some leadership on this issue on behalf of ordinary Western Australians who are disappointed and frustrated at the uncontrolled and exploitative practices of ticket scalpers.

Why has the Premier failed to deliver on his election promise to outlaw scalping?

**Mr M. McGOWAN replied:**

Just so that I can clarify, the member asking the question was the former parliamentary secretary to the minister for sport—correct?

**Mr J.E. McGrath:** No.

**Mr M. McGOWAN:** The member had responsibility for sporting issues.

**Mr J.E. McGrath:** It was to the Premier.

**Mr M. McGOWAN:** To the Premier—and the member had some responsibility for sporting issues. Just to put a bit of context around it, in eight and a half years nothing was done about ticket scalping—correct? So when we arrived in office, we have examined the models —

**Mr J.E. McGrath** interjected,

**Mr M. McGOWAN:** If I can answer the question. Just to put a bit of context, in eight and a half years nothing was done; no work was prepared. When we arrived in office, we examined the models around Australia of dealing with ticket scalping. The drafting process is being worked on. I expect to have an announcement in respect of that and bring in legislation in coming months.

#### TICKET SCALPING

**679. Mr J.E. McGRATH to the Premier:**

I have a supplementary question. Why was the regulation of scalping a matter of leadership when the Premier was in opposition but now, when in government, the Premier has done nothing in 18 months other than re-tweet Consumer Protection advice? Given that the Premier brought in a private member's bill, why not bring the private member's bill back in?

**Mr M. McGOWAN replied:**

As I recall, the Liberal Party voted against the private member's bill we brought in.. In any event, it was a private member's bill, and with all due respect to private members and oppositions, the drafting advice is not perhaps as good as we might get in government. We are currently going through the drafting exercise. I expect to bring in legislation in coming months. It will be a substantial reform that has never been done before in this state, but in light of the member for South Perth's comments, I expect he will vote for it.

**Mr J.E. McGrath:** I certainly will, once I have seen it.

**Mr M. McGOWAN:** He certainly will. We have one vote over there.

Several members interjected.

**Mr M. McGOWAN:** I can only quote what he said—he said "I certainly will"!

Several members interjected.

**The SPEAKER:** Members! It is a wall of noise. I cannot hear the Premier.

**Mr M. McGOWAN:** He indicated he certainly would. So if we need that extra vote in this house, we have got the member for South Perth on our team. We will be bringing that legislation in soon. Bear in mind, this government

has been in office for 18 months. That is seven years fewer than the last government. It had eight and a half years and it did nothing about this issue. Whilst I appreciate the member for South Perth's support for this issue, I look forward to the support of the Liberal Party as well.

**The SPEAKER:** That is the end of question time.

### LANDGATE — PRIVATISATION

#### *Question on Notice 3493 — Answer Advice*

**MR D.T. REDMAN (Warren–Blackwood)** [3.03 pm]: Pursuant to standing order 80(2), when can I expect an answer to question on notice 3493 asked on 14 August to the Minister for Lands?

**MS R. SAFFIOTI (West Swan — Minister for Lands)** [3.03 pm]: I signed that question off today, so it should be with the member by tomorrow.

### STRAWBERRY INDUSTRY

#### *Question without Notice 666 — Correction of Answer*

**MR M. McGOWAN (Rockingham — Premier)** [3.03 pm]: Under standing order 82A, during question time I answered a question about strawberries and I indicated in the answer that Willetton Primary School had had an incident with a student. What I meant to say was a primary school in Willetton, rather than Willetton Primary School, so it was my mistake. I just wanted to clarify the record.

**The SPEAKER:** Thank you, Premier.

### 6 BIRNAM ROAD, CANNING VALE

#### *Petition*

**MR T.J. HEALY (Southern River)** [3.04]: I have a petition from 197 petitioners that has been certified by the clerks. It is couched in the following terms —

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

We, the undersigned, say that we object to and oppose the approval of a petrol station at the site of 6 Birnam Road in Canning Vale, which was approved by a Joint Development Assessment Panel (JDAP) at the City of Gosnells on 30 August 2018 and is opposite Jacaranda Gardens Retirement Village. We object to the approval of the petrol station due to risks to health and security, and increased noise and traffic congestion. We feel extremely disappointed and let down by the JDAP meeting regarding this decision as members of our village were not permitted to convey our concerns, ask questions or make brief statements to the panel for its consideration prior to the approval of the application.

We now ask the Legislative Assembly to ask the JDAP to revoke the approval of the planned petrol station at the site of 6 Birnam Road in Canning Vale for the benefit of the community.

[See petition 103.]

### PAPERS TABLED

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

### LOTTERYWEST “2017–18 ANNUAL REPORT”

#### *Correction — Statement by Speaker*

**THE SPEAKER (Mr P.B. Watson):** I have received a letter dated 13 September 2018 from the Premier requesting that an erratum be added to the Lotterywest “2017–18 Annual Report”, which was tabled on 11 September 2018. The erratum addresses an error on page 14 regarding the biography of Lotterywest CEO, Ms Susan Hunt. Under the provisions of standing order 156, I authorise the necessary corrections to be attached as an erratum to the tabled paper.

[See paper 1709.]

### BILLS

#### *Notice of Motion to Introduce*

1. Gaming and Wagering Legislation Amendment Bill 2018.

Notice of motion given by **Mr P. Papalia (Minister for Racing and Gaming)**.

2. Major Events (Ticket Scalping) Bill 2018.

Notice of motion given by **Mr J.E. McGrath**.

**McGOWAN GOVERNMENT — FRONTLINE SERVICES***Notice of Motion*

**Dr M.D. Nahan (Leader of the Opposition)** gave notice that at the next sitting of the house he would move —

That this house condemns the McGowan government's budget cuts to frontline services and the associated impact on critical service delivery to the people of Western Australia.

**FORRESTFIELD–AIRPORT LINK — PREMIER'S ACTIONS***Removal of Notice — Statement by Speaker*

**THE SPEAKER (Mr P.B. Watson)**: I advise members that private members' business notice of motion 1, notice of which was given on 20 March 2018, will be removed from the next notice paper unless written notification is provided to the Clerk requiring that the notice be continued.

**McGOWAN GOVERNMENT — TRANSPARENCY AND ACCOUNTABILITY***Matter of Public Interest*

**THE SPEAKER** informed the Assembly that he was in receipt within the prescribed time of a letter from the Leader of the Opposition seeking to debate a matter of public interest.

[In compliance with standing orders, at least five members rose in their places.]

**DR M.D. NAHAN (Riverton — Leader of the Opposition)** [3.08 pm]: I move —

That this house condemns the failure of the McGowan government to demonstrate the gold-standard transparency and accountability that the Premier promised the people of Western Australia.

Indeed, on numerous occasions during the election campaign, the Premier promised gold standards of transparency. In opposition, he demanded it. During the campaign, he said that he would deliver it, but he has delivered the most secretive government since the Burke government of the 1980s. He started out well. He commissioned John Langoulant to conduct a special inquiry into government programs and projects. John Langoulant was an appropriate head for that inquiry. His views on transparency, accountability and good processes of government are well known. He came out with a report that outlines this in great detail and gives a blueprint for the government to follow. This inquiry cost \$1.5 million. It was a major investment, but a worthwhile one. The government instructed him to apply those standards to many of the policies of the previous government, which the Langoulant inquiry did in great detail, and it was highly critical of them. But what has this government done besides parrot the criticism of the previous government? Has it adopted the recommendations of the inquiry? It has done quite the opposite.

First, the major focus of the Langoulant inquiry was strengthening the public service, particularly central agencies, and, importantly, strengthening the directors general across the board so that they can give forceful and fearless advice to the government of the day. What we have seen is a gutting and a politicisation of the public sector. Most of the DGs are gone. Anybody who stood up and defended themselves has gone, particularly in areas that were set up to control large amounts of money independent of government. The head of the road trauma trust fund has gone. The head of Lotterywest has gone and the government has put in a really independent person in Hon Jim McGinty! Some of the major people who dealt with contracts have gone, particularly the head of the former Department of State Development, Steve Wood. He was one of the most widely respected public servants. He held negotiations with China for the mining and oil and gas sectors. He has gone because he did not have the expertise the government wanted in tourism. Do members know why? It was because the person who was there was fired. Steve was replaced with a good person, but he had no skills in tourism. The government gutted the public service and specifically told every one of them to not give it forceful and fearless advice or else they will be gone.

One of the most important aspects of transparency is this Parliament and question time. Members on this side of the chamber know that government members treat question time as a joke. They keep saying, "You ask the questions and we give you the answers we want, whether or not they have any relationship at all to the questions." Answers are provided in the upper house, the other place, but even those answers are getting more vague. So, as a backup, we have to use other mechanisms, such as freedom of information requests, and the government's record on that is dismal. The number of FOIs has been largely driven by the secrecy we face both outside the FOI process and within the FOI process. When we get information, there is more blacked out in the responses than there are words. The government baldly refuses to answer many of the questions—no.

Let me quickly go through some specific examples. The secrecy of this government began right at the start. One of the first decisions the government made was to rip up the contract for the Perth Freight Link. It just ripped it up.

**Mrs M.H. Roberts**: But that was an election commitment.

**Dr M.D. NAHAN**: Yes, it was an election commitment, so that allows it to do anything—rip up the contract!



**Mrs M.H. Roberts** interjected.

**The SPEAKER:** Minister for Police!

**Mrs A.K. Hayden** interjected.

**The SPEAKER:** You are on three, member for Darling Range.

**Dr M.D. NAHAN:** The government then allocated some of the money from the ripped-up contract to the Perth Freight Link alliance. It allocated it to three projects—upgrades to Armadale Road and Wanneroo Road and the Murdoch link. Business plans were provided by the previous government for two of those projects—the Wanneroo Road and Armadale Road upgrades. The other project, the Murdoch link, had no business plan whatsoever. The government allocated \$100 million to a project that had no specifications, no business plan and no costings, and the people started working on the project before the government had identified the specifications for the link. When we inquired about the business plan, the government said that it was part of the Perth Freight Link. It misled Parliament and us. Importantly, we asked the government what was the justification of the cost of the other two projects, which did have business plans, and it just said, “Look at the business plans”, but when it gave us the business plans, most of the detail had been redacted. Importantly, it did not send any of these projects to tender. It allocated nearly \$400 million from one contract to three other contracts without going to tender. For the two business cases for Wanneroo Road and Armadale Road, Main Roads told the government that it expected that when it went out to tender, the cost would be lower than was expected at the time. After much digging and delving, we found out that the cost of the finalisation of the contract for Perth Freight Link was \$140 million, but the government was hiding a large amount of the other costs by awarding contracts to the Perth Freight Link alliance at a higher cost than was needed. That is why it avoided the tendering arrangements. When we inquired about this information, we got obfuscation, redacted words and statements indicating that, yes, Main Roads is exempt from the tendering process.

The government used the example of the Berkshire Road overpass. The trouble with that is that the Berkshire Road overpass was adjacent to, and included in the business plan initially for, the Gateway WA project. There is no relationship with the Perth Freight Link and the Wanneroo Road upgrade. The government grasps at a line and runs with it. It has systematically misled us and the public of Western Australia on that and many other projects. When we ask for information, the government redacts it and basically refuses to provide information to us. This goes on and on in transport and other areas.

One of the big issues is with Matagarup Bridge to Optus Stadium. The cost started at about \$50 million. We understand from the government that the cost is now about \$93 million. Why has there been a cost increase? How did it go from \$50 million to \$93 million? We also know that the bridge is not finished. It is a sloppy job; it has to be touched up.

**Mr W.R. Marmion:** The scope has changed, too.

**Dr M.D. NAHAN:** The scope has changed. What is the reason for the increase from \$50 million to \$93 million? Will \$93 million be the end of it? We have asked question after question on this issue and there have been no answers. When we get partial answers from correspondence, this is what we get. Every number has been redacted. When we asked who paid the money when the government walked away from the contract with Toyota Tsusho in Malaysia, how much was paid, whether it was included in the \$93 million and whether it was still outstanding, we got no answer. Does the \$93 million include the cessation of the contract with Toyota? We do not know. When we get correspondence that tries to provide some reasons, we find that the government has redacted it. This is an important \$93 million project, which it brags about, but it keeps people in the dark about it. It is important that decisions of a crucial nature go to cabinet and that cabinet is supplied with adequate information to make appropriate decisions. In fact, the Langoulant report went into this at length.

Let us look at the \$205 million Huawei contract. It is large and controversial. It is controversial because of the nature of the contractors and the issue. We understand, and it is clear, that the Department of the Premier and Cabinet warned the Premier that in the medium to long term, there are serious issues with that contract for security reasons. What did the government decide to do? The government did not even send the contract, or the issue of the contract, to cabinet for scrutiny. There is no data, no cabinet scrutiny and no issue, and that is a direct violation of one of the most important recommendations of the Langoulant inquiry. I put to government members that they did it to give plausible deniability to the government being responsible for that project. The government knew that the project was controversial, but it wanted to avoid controversy, so the project was not taken to cabinet. The government allowed the decision to be made, and the evidence indicates that that decision and that failure will cost this state a substantial amount of money when it comes to expanding the use of that facility in an emergency system and the Public Transport Authority’s whole digital signalling system. The government will try to hide from that too. The government is purposely secretive and its promise of scrutiny is just another broken promise that it has cynically imposed on the Western Australian public to get votes. The government has come into this chamber and is being secretive about this project—shame on you!

**MS M.J. DAVIES (Central Wheatbelt — Leader of the Nationals WA)** [3.20 pm]: I rise to support the motion. This government said that it would be transparent and accountable. It was the mantra of the Labor Party in opposition. Week after week, Labor members came into this chamber and were heavily critical of the way that we conducted ourselves in government. Therefore, we have an expectation when in opposition that the government will live up to exactly what it talked about and spruiked for those eight years it was in opposition. Day after day in opposition, Labor members relentlessly pursued the release of contracts, documentation and information, yet we find through the clever collation of a raft of freedom of information requests and questions on notice that this government has no interest in living up to the standards that it set for itself—even the media has been able to pull together that fact. In opposition, the Minister for Transport, the Minister for Water, the Treasurer and the Premier came into this place day after day and said that they would do better and be better if the shoe was on the other foot. They have been found wanting. It is 18 months into this government and we have seen, and it has been proven, that Labor members would do anything and say anything to get themselves onto the government side of this house.

What did we find in *The West Australian* yesterday? There was a very neat summary from a journalist, who was also relentless when we were in government around contracts and information that they thought should be available to the public, of why this government is failing on its promise to deliver a rolled-gold version of transparency and accountability. We have had extension after extension for FOI requests that have been submitted not only by me and the leader of the second party in opposition's office, but also by members beside and behind me, seeking information. Today, the Premier said that these have been frivolous requests for information. I will get to that in time, but I can assure you, Mr Speaker, that the information we have been seeking is to do with some fairly serious issues that this government has mostly created. We have been trying to understand the government's decision-making processes on education, and we have had questions around Carnegie Wave Energy and contracts. To touch on what the Leader of the Opposition talked about in terms of business cases, this was also something that this government was very hot to trot on when in it was opposition, but now it has a differing opinion of when and how it is appropriate to use a business case.

I will just talk to this list—not the whole list, because we would be here for longer than I have to speak—of longest FOI requests from the date lodged to the date received. This is the ministers' offices only. We made some requests for information of Minister Ellery about the education program cuts, and it was 154 days from the date lodged to the date received. The toxic culture and accusations of bullying in the Southern Ports Authority are a serious issue that has been discussed in this house. That FOI request was to the Minister for Transport and it was 141 days before the information was provided to us. Then, as the Leader of the Opposition said, we received documents with completely blacked out pages or pages withdrawn in their entirety. The FOI request to the Minister for Regional Development about the Albany wave energy project took 117 days. This government and this Premier stood in this house and said, “We don't need the community resource centres; we've all got one of these”, and then held consultation —

**Mr P. Papalia:** He didn't say that!

**Ms M.J. DAVIES:** He absolutely did say that. It is in *Hansard*—go and read it. Every single person in the community, including those who work in the CRCs, knows that very well. After the decision was made to cut the funding, the Premier held a consultation process and found out that the communities actually did need the CRCs, and he reinstated the funding. But the government would not release any of the information about the decision; that FOI request took 114 days. The list of the longest FOI requests in terms of days overdue includes 109 days for the education program cuts and 96 days for the Southern Ports Authority again, but that does not include requested extensions. In relation to the education program cuts, we had five requests for an extension to provide that information. That is not a rolled-gold standard of transparency and accountability; that is a government trying to cover up where it has made some very poor decisions and cannot decide how to release information to make sure that it is not caught out.

We have spoken about the CRCs, but in the time that I have left I would like to very briefly touch on the fact that this government has been unwilling to this point to release the tender documents or contracts signed in relation to the camp schools. A cloud still hangs over the decision-making process and the announcements that were made about selling the schools and shifting to a lease process. We now know that referrals are going to the organisation Fairbridge WA that is supposed to be responsible for the camp schools, but no contract has been signed and there has been no transparency in those decisions over the last nine months. That issue caused an enormous amount of angst for the camp school community. Every other education cut included in this very hastily put together program, which came after the government decided that it needed to find savings and then quickly needed to do a series of backflips, has caused a great deal of angst.

What about the shady Carnegie deal that we have been trying to decipher? The state government has spent \$15 million—a significant amount of money—on a wave farm, which is supposedly a trial, to generate one megawatt of power, if that. There is much more to come on that front. There has been no transparency in that deal. Certainly, the Minister for Regional Development has to answer some serious questions that have not been answered appropriately or have been forthcoming as part of the FOI process. What about the nothing-to-see-here attitude taken by the government and sustained in relation to the bullying and toxic work culture at Southern Ports

Authority? That is a serious issue and something that I would have thought this government would be all over. It has taken a series of questions, investigations and ongoing campaigning by members like the member for Roe, sitting behind me, to try to get to the bottom of this on behalf of workers, but there has been absolutely no inclination by the ministers or the government to actually engage on that issue. It is as plain as the nose on your face, but answers to questions are obtuse and there is no inclination to provide timely advice as a result of our FOI requests.

The last issue I want to talk about is the request from the members for Warren–Blackwood and Dawesville, as opposition spokespeople for corrective services. In the wake of the biggest prison breakout in this state, we had a request in for these two spokespeople, appropriately, to visit that prison. That request was denied, but I understand that that may now be forthcoming. It certainly was not denied to the media. The minister had the entire media trotting through the prison a couple of days afterwards, but the opposition was denied the opportunity to go through. That is not how a government that has a rolled-gold standard of transparency and accountability behaves. There are many more examples, but I do not have time to go through them. We have all seen the work that has been done by Hon Tjorn Sibma in the other place in uncovering some of the very interesting ways in which money has been allocated to the Local Projects, Local Jobs program. The Minister for Sport and Recreation knows that his own department has questioned the allocation of funding without any governance or business plan under that Local Projects, Local Jobs fund. Examples of that are littered through all the departments. This government is not capable of being transparent or accountable; it is lurching from bad decision to bad decision and using the excuse that the FOI system is under pressure. The government should fund the FOI system properly and make sure that it lives up to its promise to the community and to this house that it is bringing in a different level. It is okay if it did not agree with how we conducted ourselves in government, but this government said that it would do better.

The government has clearly proven that it cannot and is not living up to that so it needs to do something about it for the confidence of the Western Australian community and this Parliament. Our experience in the last 18 months is that this is a government that is intent on obfuscating, hiding, being secretive and not releasing information on very serious matters on which it has been forced to back down or change its decision. It should not be using the processes of freedom of information, question time and this or the other house to hide those bad decisions. Shame on them. More needs to be done. I look forward to hearing from the government about this matter because I do not think there is a defence for what has happened over the last 18 months.

**MRS M.H. ROBERTS (Midland — Minister for Police)** [3.30 pm]: I am pleased to get up before the member for Scarborough rises to her feet because the issue I want to raise very much involves her and the Leader of the Opposition. Let us talk about the secrecy, cover-ups and dodgy deals done by the former government. If they want to talk about those things, perhaps they should reflect on the Western Force deal. Do they remember that deal that involved \$1.5 million that was given in the dying days of the member for Scarborough's government by the member for Scarborough, with no accountability whatsoever? The member for Scarborough was required by law under the legislation, the Road Safety —

Several members interjected.

**The SPEAKER:** The side to my right listened to everything that was said by opposition members with no interjections. I want to have the same.

**Mrs M.H. ROBERTS:** Under the Road Safety Council Act 2002, the member for Scarborough was required to refer that spending to the Road Safety Council but she did not do that. And, complicit in her cover-up was none other than the Leader of the Opposition. About a year ago in this house immediately following the election, we asked questions of the opposition. The Premier came in here and said to the Leader of the Opposition, "Will you table the information, will you expose what you did in the dying days of the Court government?" What did the Leader of the Opposition say? In a quote from ABC news radio from February, he said, according to my notes —

The appropriate agency recommended through the minister to cabinet that we reallocate surplus funds to support Western Force, and that is what we decided to do.

That is not true—it never went to cabinet. The only reason we know that is because of the Langoullant inquiry. It was a bald-faced lie in the media and in this house for which he has never apologised. He has said in here time and again that it went to cabinet and that that is why he was not disclosing it. In fact, in an ABC news article on 28 June 2017, it was reported —

Dr Nahan, who is now Opposition Leader, defended the deal and said the documents were protected by cabinet confidentiality.

In the article he is quoted as saying —

It was a cabinet document and we—as previous governments have—haven't allowed the release of cabinet documents of that nature and we won't do so now ...

Those are bald-faced lies because we now know that although he said week after week that it had been to cabinet and he maintained that position, it never went to cabinet. One would have thought that the person sitting next to him, the member for Scarborough, would have tapped him on the shoulder and said, "Mike, that didn't happen; it never went to cabinet." Not once did she do that. She sat there while the Premier asked questions —

**Mrs L.M. Harvey:** It went to cabinet—you're misleading Parliament.

**The SPEAKER:** Member for Scarborough!

**Mrs M.H. ROBERTS:** Perhaps the member for Scarborough should read the Langoulant report —  
Several members interjected.

**The SPEAKER:** Members, you were heard in silence.

**Mrs M.H. ROBERTS:** — because it says —

Mr Allen confirmed that the matter did not go to Cabinet, and it is likely that Dr Nahan quite understandably confused his recollection of speaking with Minister Harvey about the matter being discussed in Cabinet.

**Dr M.D. Nahan:** Incorrect.

**Mrs M.H. ROBERTS:** Well, produce the document. Where is it? We had an inquiry. The Leader of the Opposition attended the inquiry and that is the conclusion.

Several members interjected

**The SPEAKER:** Members!

**Mrs M.H. ROBERTS:** Has the Leader of the Opposition disputed —

**Mrs L.M. Harvey** interjected.

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

**Mrs M.H. ROBERTS:** Member for Scarborough, it is my understanding that a representative of the Corruption and Crime Commission was sitting in on those hearings so I do not need to refer matters to the CCC.

**Dr M.D. Nahan** interjected.

**The SPEAKER:** Leader of the Opposition!

**Mrs M.H. ROBERTS:** I personally —

**Dr M.D. Nahan** interjected.

**The SPEAKER:** Leader of the Opposition, I call you to order for the first time.

**Mrs M.H. ROBERTS:** I personally think it should be a matter before the CCC. It is my belief that the member for Scarborough broke the law not just then by not following the act as she was required to, but time and again with spending. The fact of the matter is —

*Withdrawal of Remark*

**Mrs L.M. HARVEY:** I refer to standing order 92, "Imputations and personal reflections". The minister just said that I have broken the law. That is potentially a criminal offence. She needs to provide evidence of that. If she is going to besmirch my character and say that I have broken the law, she needs to provide evidence and I request that she withdraw.

**The SPEAKER:** Member, you can comment on the standing order but you cannot have a debate. Minister, I ask you to withdraw.

**Mrs M.H. ROBERTS:** I will withdraw and I further note that the Langoulant report —

*Point of Order*

**Mr S.K. L'ESTRANGE:** Mr Speaker, the minister is canvassing her own answer to your ruling.

**The SPEAKER:** No, she is not. I think the point of order was over. She was going on to the next point. I will take note.

*Debate Resumed*

**Mrs M.H. ROBERTS:** It seems that the opposition is really sensitive about this and I can understand why. If I were any one of the members opposite, I would be embarrassed with the performance of the opposition leader who has made a clown of himself time and again and who clearly misled the house last year. The member for Scarborough was part of this dodgy deal for Western Force and is now seeking to somehow defend herself. The whole chapter of the Langoulant report that was devoted to the Western Force deal concluded that it was likely that the law had been broken. That is not me making it up and it is not me making an accusation; that is the conclusion that the Langoulant inquiry came to. Clearly, I have embarrassed the member for Scarborough. She should be embarrassed after signing off \$1.5 million a couple of days before the election without the deal being sighted by Treasury. Having been a Treasurer, surely the Leader of the Opposition would know that that should have been signed off by Treasury. About a year ago, the current Treasurer advised Parliament, after his discussions with Treasury, that had the deal gone to Treasury, it would not have recommended it. Talk about dodgy deals—

that was a dodgy deal. Talk about transparency and honesty—the Leader of the Opposition misled the house in his comments on this matter. His imputations on this are 100 per cent wrong. He has made statements that are clearly not true, yet he has the gall to stand up talk about transparency.

*Point of Order*

**Mr S.K. L'ESTRANGE:** The minister just said that the Leader of the Opposition made points that were clearly untrue. That is absolutely improper motive and a personal reflection on the Leader of the Opposition because she is making reference to his behaviour, which is inappropriate.

**The SPEAKER:** That is not a point of order.

*Debate Resumed*

**MRS L.M. HARVEY (Scarborough — Deputy Leader of the Opposition)** [3.38 pm]: I rise to make comments about this matter of public interest. The attitude of and problem with this government comes from the Premier himself. Earlier, the Premier stood there and said in an answer in question time, “I’ve got a document here prepared by DPC”. Clearly, it is not; there is no Department of the Premier and Cabinet footprint on it. Then he said, “I wasn’t referring to it” but then he read it out and said, “I did read it out so I was referring to this document” and argued again about whether he should table documents. We have had that debate in this house. It starts with you, Premier. The Minister for Police has come in here and verballed me about the way I acquitted funds from the road trauma trust account. What is this article from *The West Australian* on 20 June 2018? It states —

Road Safety Minister Michelle Roberts overrode the expert opinion of WA’s road safety body to spend proceeds of speed camera revenue on a \$27 million police helicopter, it has been revealed.

The minister just said, “To hell with your expert advice! I’ll spend my \$27 million dollars however the hell I see fit!”

**Mrs M.H. Roberts** interjected.

**The SPEAKER:** Minister for Police!

**Mrs L.M. HARVEY:** That is what you do.

**Mrs M.H. Roberts** interjected.

**The SPEAKER:** Minister for Police!

**Mrs L.M. HARVEY:** You have form!

Mr Speaker, I will direct my comments to you.

**Mrs M.H. Roberts** interjected.

**The SPEAKER:** Minister for Police, I call you to order for the first time. Member for Scarborough, through the Chair, please.

**Mrs L.M. HARVEY:** Thank you, Mr Speaker.

I put questions on notice to the Minister for Police asking for crime stats.

**Ms M.M. Quirk** interjected.

**The SPEAKER:** Member for Girrawheen, I call you to order.

**Mrs L.M. HARVEY:** When I was Minister for Police, I used to take the crime stats in the tabular form that the police gave me and table the document in Parliament in an easy-to-read format. I was transparently releasing information. If members would like to acquaint themselves, tabled paper 304 from the Legislative Council is an example. This minister has some poor soul in her office who converts tabular statistical data into paragraph format. Instead of a table with “766”, someone in her office converts it—seven, s-e-v-e-n, hundred. It is in word format so that the data is useless. I cannot use it for anything because I do not have the resources of this minister to convert that into tabular form. That is what the minister does.

Let us look at how to answer a question. An example is a question from the now Treasurer, Mr B.S. Wyatt, to the Premier in 2012 about staffing in ministerial offices. What are the answers that we gave? It reads —

- (1) How many staff have been employed, contracted or seconded to the Ministerial Office of Hon. Peter Collier since 23 September 2008?

The answer is 44. “How many staff employed, contracted or seconded et cetera”—members get the gist of the question. Another part of question on notice 7609 asks —

- (3) What are the names of those staff employed, contracted or seconded to the Ministerial Office of the Hon. Peter Collier who have left employment in the office since 23 September 2008?

The answer is a list of 10 names—that is, the names of the officers. The question has been answered.

What answers to the questions did we get when we asked them of these ministers?

**Mr S.K. L’Estrange** interjected.

**The SPEAKER:** Members! Member, your own member is up, so do not keep calling out. I think she is doing a pretty good job without you interjecting.

**Mrs L.M. HARVEY:** The answer we got was —

As is practice in this place, information relating to staff in ministerial offices can be found in the “Ministerial Resourcing Report” tabled in Parliament every quarter as part of this government’s ongoing commitment to accountability and transparency.

That is, “We are not answering the questions. Just wait for the report.” We asked questions about the Metronet task force such as —

I refer to the Metronet task force chaired by the Minister for Transport; Planning; Lands and the meeting on 27 February.

- (1) Was the issue of tunnel borer Grace ceasing boring discussed at that meeting?
- (2) Were minutes of the meeting taken?
- (3) If yes to (2), will the minister table those minutes; and, if not, why not?

The answer was —

... I thank the Leader of the Opposition for some notice of the question.

- (1) No.
- (2) Yes.
- (3) The minutes are cabinet-in-confidence.

We asked more questions about that and it is quite unfathomable that this minister expects us to believe some of these answers. We asked about the members of the task force and, when the task force members met, whether they had been advised of the tunnel boring machine stopping. Apparently it was not discussed at the meeting, even though the tunnel boring machine had stopped. Looking at the suite of people who were part of the meeting that the minister attended, I find it extraordinary that the director general of the Department of Transport, the Under Treasurer from the Department of Treasury and a range of other members who were present at those meetings would not have raised that the tunnel boring machine had stopped and that it had not been discussed in any way, shape or form at that meeting. We have further work to do with that.

The Premier has said that it is our fault that the freedom of information process is taking so long. We have to put in so many FOI requests to this government because it will not answer parliamentary questions. I asked for crime stats from the Minister for Police and she referred me to the police website. I find those crime stats there, but that does not inform *Hansard* or the Parliament in the future about what the stats were at that time.

Let us look at what the Auditor General—the Office of the Ombudsman—has said about the performance of this government.

**Mrs M.H. Roberts** interjected.

**The SPEAKER:** Members!

**Mrs L.M. HARVEY:** On 40 occasions so far the Ombudsman has had to investigate excuses this government made to not answer questions that had been asked in Parliament.

**Ms M.M. Quirk:** It’s the Auditor General.

**Mrs L.M. HARVEY:** The Auditor General.

Several members interjected.

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

**Mrs L.M. HARVEY:** I have a handful of the Auditor General’s opinions on ministerial notifications. I do not have 40 of them. I have a handful. I will tell members what they say again and again. This is one about the Minister for Education and Training —

The decisions by the Minister for Education and Training not to provide Parliament with the information were not reasonable and therefore not appropriate as a significant amount of the information was already publicly available.

That minister did not even seek advice from the Department of Education about whether the material could be provided to Parliament!

**Ms M.M. Quirk** interjected.

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

**Mrs L.M. HARVEY:** She did not even seek advice from her own department. The minister unilaterally made the decision that she was not going to make that information available and claimed cabinet-in-confidence, privacy and all these things. Guess what? The Office of the Auditor General does not believe her. He did not believe the Minister for Education and Training, he did not believe the Minister for Racing and Gaming, he did not believe the Minister for Finance, he did not believe the Minister for Corrective Services, and he did not believe the Minister for Health or the Minister for Emergency Services. That is only a selection!

**Mr P. Papalia** interjected.

**The SPEAKER:** Minister!

**Mrs L.M. HARVEY:** Again and again, ministers' decisions not to provide material or reports to the Parliament are "not reasonable, and therefore not appropriate".

Several members interjected.

**The SPEAKER:** Minister! Members on my right, I want to hear. You might not agree, but you have to listen.

**Mrs L.M. HARVEY:** My favourite one is the Minister for Corrective Services. One of these decisions of the Auditor General was that he forms no opinion about the ability to provide material about the business case showing the total savings from the switchover of the function of Wandoo Reintegration Facility because the business case did not exist. It did not exist, so the minister did not have anything to back up. There was no business case to tell him whether the decision was going to save taxpayers money.

It starts with the Premier and his flippant responses to questions in this house. He has complete disregard for the opposition's responsibility to hold him accountable and for parliamentary process. Under the Premier's government, parliamentary process has been trashed. We have gone back further than it was in the Burke administration.

**MS R. SAFFIOTI (West Swan — Minister for Transport)** [3.47 pm]: I can tell members opposite's hearts were not in it! Again, it was one of those, "We have to do an MPI. Let's do it on accountability today." That is what was outlined today. I will go through all the points made. The member for Scarborough compared funding a rescue helicopter with the sponsorship of a rugby team. The member said that we should not have funded a rescue helicopter, but we should have funded sponsorship of a rugby team from the road trauma trust account. That is what the member for Scarborough outlined today.

**Dr M.D. Nahan:** It's about process!

**The SPEAKER:** Leader of the Opposition!

**Mrs M.H. Roberts:** The process was followed for ours, not for yours. That's an own goal!

**The SPEAKER:** Minister for Police!

**Ms R. SAFFIOTI:** As the Minister for Police outlined, the process was followed under our government but not under the government of members opposite.

**Mrs L.M. Harvey:** Your own Treasurer's advice says that I acted with authority.

**The SPEAKER:** My authority says I call you to order for the third time, member for Scarborough.

**Ms R. SAFFIOTI:** The member for Scarborough compared a rescue helicopter with a rugby team. She said that she does not have the resources to convert a written "seven" to a "7" and that the opposition does not have the resources to analyse answers. I am sorry —

**Mr P.A. Katsambanis** interjected.

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

**Ms R. SAFFIOTI:** I am going through the points. The opposition does not have the resources. Opposition is tough. I understand that. We had eight and a half years of it. We know what it is like and sometimes we had to do the work ourselves. I am sorry, but sometimes you have to take the laptop home, fire up the Excel spreadsheet, sit there and do analysis and comparisons. The idea that opposition members ask questions and freedom of information requests of us and expect us to give them all the stories because they cannot develop them is false and wrong, and we will not do that. Members opposite have to do their own analysis.

**Dr M.D. Nahan:** It is a deliberate strategy not to be accountable, that is what you're saying.

**The SPEAKER:** Leader of the Opposition, I call you to order for the second time.

**Mrs M.H. Roberts** interjected.

**The SPEAKER:** Minister for Police, I will call you to order for the second time.

**Ms R. SAFFIOTI:** No, the strategy is that we give the answers but we do not write the stories for the opposition.

Several members interjected.

**The SPEAKER:** Minister for Housing, I call you to order for the first time. Leader of the Opposition, you are getting close to three.

**Ms R. SAFFIOTI:** We give members the answers, but we cannot write the stories for them. I am sorry about that. We cannot do the analysis; that is their job. We give the opposition information—there is lots of information—and then it does the analysis and the story. That is how it happens. I am sorry we cannot do it all, but that is what we do—we give the opposition information. On Metronet, the member for Scarborough said, “I asked you a question and you answered it, but I don’t believe you.” That is pretty much the analysis. Not that I did not answer the question, but that she does not believe my answer to a question and then she went on to say that I did not answer the question. That is absolutely false. I answered the question, she just did not believe the answer. Regarding section 82s, ministers are referring our answers to the Auditor General. The previous government never did that. As a result there have been more section 82s because we are voluntarily sending those to the Auditor General. As I understand it, one of those from the analysis in the paper was the member for Central Wheatbelt’s.

Let us go through the comments made by the Leader of the Opposition when he went through it all. He started talking about the Murdoch link project, the Murdoch activity centre.

**Dr M.D. Nahan:** No, the link. The activity centre is not the link.

**Ms R. SAFFIOTI:** The Murdoch activity centre link.

**Dr M.D. Nahan:** There is an activity centre that is different from the link.

**The SPEAKER:** Leader of the Opposition, please.

**Ms R. SAFFIOTI:** That project was part of a business case for the Perth Freight Link.

**Dr M.D. Nahan:** No.

**Ms R. SAFFIOTI:** How can you say that?

**Dr M.D. Nahan:** Because it was not.

**The SPEAKER:** Leader of the Opposition, this is not a question and answer. Minister, through the Chair.

**Ms R. SAFFIOTI:** I have been advised by the agency that wrote it that it was. Regarding the Perth Freight Link business case, will the opposition let us have a copy?

**Dr M.D. Nahan:** No, you revised the link.

**Ms R. SAFFIOTI:** No, the Perth Freight Link business case, will you provide a copy?

**Dr M.D. Nahan:** It is a completely different project.

Several members interjected.

**The SPEAKER:** Members! Leader of the Opposition, I call you to order for the third time. I have given you plenty of warning.

**Ms R. SAFFIOTI:** When we wrote to the Leader of the Opposition asking for a copy of the Perth Freight Link business case, he wrote back saying, “No”. Why would he do that? Why would he not give us a copy of the Perth Freight Link business case when the project is no longer happening? The Leader of the Opposition went through it saying that we have not got a business case, even though it is part of the PFL business case which we cannot have access to, because he will deny it. Then he went on about the project and that the federal government insisted on it and was, as I recall, 75 per cent funded by the federal government. If the Leader of the Opposition has an issue with process, raise it with your mates in Canberra.

The next key thing was the Forrestfield–Airport Link.

**Dr M.D. Nahan:** I didn’t say anything about that.

**Ms R. SAFFIOTI:** We are; it is about business cases. When we won government, we wanted to get a copy of the business case for the project that the previous government started that we are delivering. I thought it would be good to have a copy of the business case, all the information, as the minister responsible. I wrote to the Leader of the Opposition, because it was attached to a cabinet document, asking if we could have access to the business case for a project that we are delivering. What did he say? “No.” This is not something that has gone out to tender; this is a project that is being delivered now.

**Dr M.D. NAHAN:** It’s already done. The decision to build was done.

**The SPEAKER:** Leader of the Opposition, you are on three.

**Ms R. SAFFIOTI:** Do you not understand how silly it is that you will not give us access to those business cases?

**Mr W.R. Marmion:** How many businesses cases did you give? None.

**The SPEAKER:** Member for Nedlands.

**Ms R. SAFFIOTI:** The expert engineer; the special comments man from behind.

**Mr W.R. Marmion** interjected.



**The SPEAKER:** Member for Nedlands!

**Ms R. SAFFIOTI:** Regarding the Matagarup Bridge, the opposition says that the state had a contract with Toyota Tsusho. Wrong; we did not have a contract. We have told the opposition a hundred times how it was costed and what we are doing. We have told the opposition a hundred times through answers, it just does not accept it. I am sorry if opposition members do not accept it, but that is completely different from us not giving them the information. Regarding Huawei, we have gone through that a hundred times. In our quest for openness and transparency we gave a full briefing to the opposition—something that never happened under the previous government.

**Mr W.R. Marmion:** Why weren't you there?

**Ms R. SAFFIOTI:** Because you know what? I let the public servants brief you.

**Ms L. Mettam** interjected.

**The SPEAKER:** Members! Member for Vasse

**Ms R. SAFFIOTI:** I gave the opposition access to public servants. When I tried to brief the opposition on taxis, do members know what the opposition said? “The minister should not be at the briefing on taxis to the opposition.” That is what happened; I kid you not. I remember taking the phone call, I think it was while I was at the Bunbury cabinet. I was standing outside saying that I want to personally brief opposition members on taxi reform and they said, “Ministers never brief the opposition. We are refusing that briefing.” That is why I was not there; that was a precedent. We gave the opposition access and it has gone and basically used confidential information in this Parliament. We still think we may have to refer that to a committee given the continued use of confidential information.

**Mr R.H. Cook:** You're emptying the chamber, they are starting to leave.

**Ms R. SAFFIOTI:** I know!

In relation to the member for Central Wheatbelt on the Southern Ports Authority and “nothing to see here”, what a disgrace. We did a review and most of those actions happened when the member was in government. This is how secretive we are: my office personally briefed the member behind the member for Central Wheatbelt about what has been happening at that port last week and the chair of the board wants to meet the member to give him a full briefing, which will happen. We did a review on the SPA. We are changing leadership and all the member for Central Wheatbelt can say is “Nothing to see here”. There is absolutely no fact to what she says.

Again, we cannot make the MPIs of members opposite work for them, just like we cannot make stories for them. They ask questions and we provide the information. When we provide the information, they do not believe it. I am sorry, but that is the information. We provide the information and, as I said, what members opposite have to do with that information is go away, sit with a computer on a red couch in a lounge room, as I do, and do a further analysis to create the story. The opposition cannot take an answer from us and give it to *The West Australian* to get an article written. I am sorry about that, but do more work and do not waste people's time on stupid questions about the number of pens and pencils, because that absolutely undermines the opposition's entire strategy.

**Mr D.C. Nalder:** You're going to use that for the next three years.

**Ms R. SAFFIOTI:** Yes, I will.

**Mr D.C. Nalder:** That's gone; that was ages ago. That's your excuse for not answering the question?

**The SPEAKER:** Member for Bateman.

**Ms R. SAFFIOTI:** I think that answer demonstrates how embarrassed the opposition is about that, and we will continue to use that because the opposition has asked many more questions of a similar nature. That is what we believe. As I said, I am sorry that opposition members have to do analysis. I am sorry they do not have ministerial staff, but that is opposition. We had to deal with it for eight and a half years; members opposite need to learn to deal with it.

**MR W.J. JOHNSTON (Cannington — Minister for Mines and Petroleum)** [3.58 pm]: I want to draw the chamber's attention to the impact of these opinions on ministerial notifications from the Auditor General. The reason there are now so many of these is that when our ministers do not answer a question, they tell the Auditor General, as they are required to do under the Financial Management Act. The real question is not that the report is done; it is what the report states. Again, I apologise to the opposition for making it do research. It is embarrassing and I know that. I randomly asked for one of these reports and it states —

The decision by the Minister not to provide the requested information was reasonable and therefore appropriate.

The issuing of a report is not a criticism. That is what ministers are supposed to do. I understand that the Leader of the Opposition does not know that, because on all those occasions he refused to give me information, he never once referred any of those questions to the Auditor General. So of course there were no Auditor General reports about him, because he did not comply with the Financial Management Act!

I will go through a few of these. What about the resignation of the board of Synergy? When we asked for the resignation letters through freedom of information requests and in this place, both were refused by the member for Riverton. What about the Australian Competition and Consumer Commission's criticism of the amalgamation of Synergy and Verve? The then minister made a submission to the ACCC. I asked for a copy, but I did not get it because it was commercial-in-confidence. I was refused access by the member for Riverton. As to the Synergy–Verve amalgamation, there was no business case. Who did it? It was the member for Riverton! I asked for it in Parliament; he refused to give it to me. Through the Auditor General, there was a regulation included to table information about the effect of the amalgamation. It was never tabled by the member. Three times he was given the report, and he never tabled it in this chamber until he was forced to do so because of questions I asked following the annual report of the Auditor General in which he highlighted that the then minister had failed to comply with the law! Talk about transparency! That is the member for Riverton for us.

What is next? We have the McKinsey contracts with Synergy. The question was how much it was worth. Commercial-in-confidence was claimed. I asked about Western Power's contract with McKinsey, and was told that the value was commercial-in-confidence. On 14 October 2015, the then minister said of Synergy that it was commercial-in-confidence; the question was not referred to the Auditor General. On 16 February 2016, the member for Riverton said the value of McKinsey contract with Western Power was commercial-in-confidence. That question was not referred to the Auditor General. On 16 August 2016, the member for Riverton said there was no tender and that the information on value was commercial-in-confidence. That question was not referred to the Auditor General by the member for Riverton. So talk about the failure to comprehend his own obligations!

Now he says, "Oh, these ministers are referring questions to the Auditor General"! Of course! That is what you were supposed to do when you were a minister! You forgot! You forgot to table reports given to you by the Auditor General, in breach of the law that you created, and you would not refer any of your answers to the Auditor General in compliance with the law! Then there was the TransAlta deal. It was a terrible decision, and the current Minister for Energy now has to cope with the bad outcome; the answer was again that it was commercial-in-confidence. As to the Pilbara underground power project, the minister told Parliament that it cost \$100 million; the Auditor General said that was wrong, and it was \$118 million. The then minister did not even say, "Oh, I didn't realise it was a higher figure." He said it was an argument between accountants: "It is about a debate between accountants", he said on 12 August 2015.

Then there were the Telstra shares. On 24 March 2015, he told the chamber that Telstra had won a competitive bid for the stage 2 project—not true. There was no tender for the stage 2 project and no competitive process; in fact, other providers of telecommunications services were complaining to the then opposition about the fact that it was not tendered. Remember that this is a company that the former minister held shares in when he personally awarded the contract!

There was also the Forge Group Power Pty Limited insolvency. On 20 March 2014, the then Minister for Energy again said the information was commercial-in-confidence and that he could not tell us the effect of the Forge insolvency on Horizon Power. I am sure the current Minister for Energy remembers that well. Then there were the QBE shares. Again, the then Minister for Energy held QBE shares when the then government did a deal on insurance arrangements for the housing industry.

The real story here is that this is an accountable government. That is why these reports exist. I have in my hand—randomly obtained for me by chamber staff—the fourth report of August 2018–19 of the Auditor General into an answer from the Minister for Emergency Services. It is not that there is a problem with referring these questions to the Auditor General; that is what we are supposed to do. When ministers do not provide an answer, they are supposed to refer it to the Auditor General. The real tragedy here—the real disgrace; the real embarrassment; the real hiding—was why the member for Riverton failed to comply with the law when he refused to answer questions. That is what we have not heard today. I read the newspaper, and I invite the Western Australian media to go back and have a look at that. The former government was disgraceful.

I have one that I think is even better than that. The member for Churchlands knows this well because he was the Chair of the Public Accounts Committee when we had the investigation into the role of the Public Sector Commissioner. We asked the Public Sector Commissioner how many times he had met with the Premier in 2013, and the answer was nine times. We asked how many minutes he took. None. We asked about the agendas. None. So hang on a second here: during the period of time that the then government was restructuring the public service and creating new agencies, the Public Sector Commissioner met with the Premier nine times. That is entirely appropriate. I would expect that—roughly once a month. But how come there were no minutes and no agendas for those meetings? That is inconceivable. Talk about trying to hide the truth!

As I say, do not forget that for the merging of Verve and Synergy—the biggest bad decision of so many bad decisions over eight and a half years in government—there was no business case, no transparency and not a single document tabled in support of the decision.

**MR M. McGOWAN (Rockingham — Premier)** [4.05 pm]: That was a very dramatic ending!

Clearly, the government will not support this matter of public interest moved by the opposition, and I will outline why. It is based upon a false premise. We have been very accountable, very open and very transparent, and we have prided ourselves on that. The Leader of the Opposition said in his opening comments that the Langoulant inquiry resulted in a good report. He said it was a good report and a good inquiry. What did it find?

**Dr M.D. Nahan:** You're not following it.

**Mr M. McGOWAN:** We are following it. What did it find? About the former government, John Langoulant found —

A general lack of transparency and default response of 'commercial-in-confidence' to questions about projects has led to a reduction in accountability.

And —

... evidence of over-use of 'commercial-in-confidence' and lack of transparency about project decision-making and progress reporting was uncovered.

Several members interjected.

**Mr M. McGOWAN:** One of the things I have noted about this opposition is that it will not let ministers or me speak. If it wants transparency and accountability, I have to be able to speak. I am outlining to the opposition a little bit of context. But the way the opposition treats the Parliament is abominable; it is appalling.

Several members interjected.

**Mr M. McGOWAN:** The opposition does not let ministers speak.

Several members interjected.

**Mr M. McGOWAN:** There it is! We sit in silence while the opposition speaks; it screams and creates a wall of noise when we speak. The opposition conducts itself in a shocking way in here. For people who are supposed to be the upholders of precedence and convention, opposition members have no respect for precedence or convention. But the Langoulant report goes on and on about the former government's lack of accountability.

**Dr M.D. Nahan** interjected.

**Mr M. McGOWAN:** But I think the Minister for Transport outlined it correctly. Now the opposition —

**The ACTING SPEAKER (Ms S.E. Winton):** Leader of the Opposition, you are on three, please. Thank you.

**Mr M. McGOWAN:** Now that the Liberal Party is in opposition, it should at least give the authority for the release of the businesses cases into the Perth Freight Link and the Forrestfield–Airport Link. What is there to hide? Why will the opposition not let those documents be released? We have to seek the permission of the opposition. Why will the opposition not allow them to be released? Now it sits there in silence! Why will the opposition not allow those to be released? Why does the public not get the opportunity to see them? Why does the opposition not release them? Instead, it now sits there in silence.

What has become apparent over the term of this opposition, as I outlined in question time, is that freedom of information requests are being abused. The number has doubled. They are some of the most ridiculous and replicatory requests that require a doubling up of effort on FOI requests. That has put just enormous pressure on the public service that deals with them. The opposition should be strategic and actually ask about things that can or should be answered, and make sure it does not duplicate effort, creating all sorts of mayhem and difficulty in resolving and answering those, but it does not do that. When it comes to questions, in the first 18 months of this government, the opposition had put 5 843 questions on notice. In the last months of the former government, there were 2 615; in other words, the number of questions on notice more than doubled. When a minister cannot answer a question because the information is not available, the issue has not been resolved or whatever it is, the appropriate course that our ministers have adopted is to refer the issue to the Auditor General under the section 82 process, because they cannot answer the question. What did members opposite do when they were in government? They did not answer questions, and they did not refer them to the Auditor General. That is what has been lost in this debate. Perhaps people did not understand that that was the process.

Ministers have followed the appropriate process: when they cannot answer a question, they refer it to the Auditor General for advice as to whether they should answer, should not answer or should wait—whatever it might be. Under the previous government, ministers just did not refer questions to the Auditor General. We are being held to a standard or level of accountability that the previous government was never held to, because it did not comply with the law. That is what has occurred here.

The other point is that some of the questions the opposition has asked over the course of the last 18 months are completely frivolous and a total waste of time. There has been double the number of questions. The member for Dawesville has a team of Young Liberals in his office coming up with the most ridiculous questions they can come up with, cutting and pasting any question they can find. I wish I had time to go through some of them; some of them are so nonsensical as to be embarrassing. They are the sorts of things that a year 3 student would refuse to write, and they are impossible to answer. We are not able to answer some questions because they are illegible. I mean, seriously.

*Division*

Question put and a division taken, the Acting Speaker (Ms S.E. Winton) casting her vote with the noes, with the following result —

## Ayes (17)

Mr I.C. Blayney	Dr D.J. Honey	Mr R.S. Love	Mr P.J. Rundle
Mr V.A. Catania	Mr P. Katsambanis	Mr W.R. Marmion	Ms L. Mettam ( <i>Teller</i> )
Ms M.J. Davies	Mr Z.R.F. Kirkup	Dr M.D. Nahan	
Mrs L.M. Harvey	Mr A. Krsticevic	Mr D.C. Nalder	
Mrs A.K. Hayden	Mr S.K. L'Estrange	Mr D.T. Redman	

## Noes (36)

Ms L.L. Baker	Mr M. Hughes	Mr M.P. Murray	Ms J.J. Shaw
Dr A.D. Buti	Mr W.J. Johnston	Mrs L.M. O'Malley	Mrs J.M.C. Stojkovski
Mr J.N. Carey	Mr D.J. Kelly	Mr P. Papalia	Mr C.J. Tallentire
Mrs R.M.J. Clarke	Mr F.M. Logan	Mr S.J. Price	Mr D.A. Templeman
Mr R.H. Cook	Mr M. McGowan	Mr D.T. Punch	Mr P.C. Tinley
Mr M.J. Folkard	Ms S.F. McGurk	Mr J.R. Quigley	Mr R.R. Whitby
Ms J.M. Freeman	Mr K.J.J. Michel	Ms M.M. Quirk	Ms S.E. Winton
Ms E. Hamilton	Mr S.A. Millman	Mrs M.H. Roberts	Mr B.S. Wyatt
Mr T.J. Healy	Mr Y. Mubarakai	Ms R. Saffioti	Mr D.R. Michael ( <i>Teller</i> )

Question thus negatived.

**TRANSPORT (ROAD PASSENGER SERVICES) BILL 2018**  
**TRANSPORT (ROAD PASSENGER SERVICES) AMENDMENT BILL 2018**

*Second Reading — Cognate Debate*

Resumed from 13 September.

**MR T.J. HEALY (Southern River)** [4.14 pm]: I very proudly rise to speak on behalf of many taxidriviers, owners, and Uber drivers in my community. I very much look forward to speaking on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. I would like members to know that these bills are about fairness and respect for small business owners and their families. It is about creating a modern framework with a focus on safety and flexibility.

I am very proud to use taxis; my family uses taxis and I want to thank the many taxidriviers—plate owners and drivers—in my community. I think I am one of the very few people in this house who has an F-class endorsement on my licence, which I obtained as a teacher to drive public school buses. An F-class licence is something I share in common with many taxidriviers. It is an endorsement that the Minister for Transport may seek to remove from me at some point —

**Mr M. McGowan** interjected.

**Mr T.J. HEALY:** I am a bus driver, Premier, but I also share the F-class endorsement. I note that the F class requires me to be of good character and mentally fit; the minister may disagree at any stage and withdraw my F-class endorsement!

On a serious note, I have met with many taxidriviers and many taxi plate owners across my community and all our electorates, over the last 18 months and prior to the election. Many, many families were absolutely destroyed by what the previous government did or did not do when Uber entered the market. I want to thank the many taxidriviers and owners and their families for the good work they have done. I mentioned fairness and families; these bills are about creating an equal and level playing field. They will reduce fees and charges to create an equal playing field. The bills preserve what a taxi is. Taxis have been serving our community for more than a century. They are a fantastic institution. As I said, my family relies on them when we need them to get to hospital and come home. They are a key part of our community.

I would like to acknowledge that Uber is here to stay; the egg is scrambled. I also have many Uber drivers in my electorate who are very responsible people, of good character and fine reputation, who also drive members of my community. I am not anti-Uber, but I acknowledge that things happened in the industry that hurt many honest and hardworking members of my community who drive taxis.

It is my understanding that just over 1 000 taxi plates are owned, and just under 900 plates are leased. This bill affects a portion of these plates, an element, because this is a revolutionary and impressive reform. Of course, I would like to thank the Minister for Transport and the member for Armadale for their great work in bringing together a very difficult and emotive issue. The plates that are owned and the plates that are leased will be affected by one aspect of these reforms. Again, I will speak about each section of the reforms.

This is an industry-funded plate buyback. That broadly means that we seek to introduce a 10 per cent levy on fares—Uber and taxi transport—to fund a very important fund to buy back the plates and deregulate and change the industry. For those playing at home, this means that families will get something. I will discuss the history of the bills and of taxi reform in a minute, but there were so many families in all our communities who trusted the government when the government controlled this industry. It was appropriate at that time for the government to sell taxi plates. However, times have changed. The government created a legal system within which taxis could operate. Therefore, it was quite appropriate for a taxi plate owner to spend \$100 000-plus to invest in that asset for their family. That was equivalent to investing in a house that they could leave for their family and children. They invested in that asset knowing that if a challenger ever came into the market, the government of Western Australia would enforce its contract and legal position. However, we know that did not occur.

This bill provides that taxi plate owners will be given at least \$100 000 for a conventional multipurpose plate, at least \$40 000 for an area-restricted plate, and at least \$28 000 for a peak-period plate, minus, of course, any payments that have already been made. Some owners will be given upwards of that amount, based on when they purchased their taxi plates, the length of time they have been operating in the industry, and things like that.

I have been meeting with taxi plate owners in my office, at our local Sikh temple, here in Parliament, in my electorate, and around the community. Government members have sat down with and listened to taxi plate owners. I do not want to pretend that every single plate owner is happy with this buyback scheme. No—they would like more. However, I acknowledge the taxi plate owners for meeting with us and for the respectful way in which they have discussed their needs and points of view. Kudos to the member for Armadale and the Minister for Transport for trying to find the right balance between the competing needs and for proposing an industry buyback scheme that will not impose too large a levy on consumers, while also protecting the taxi economy.

The bill will preserve the very important institution of taxis. It will introduce changes to the regulation of fares. That will not only make taxis, Uber and Shofer more affordable, but also provide for the next iteration and evolution of road transport to compete and work with those services. The bill deals with taxidriver entry requirements, dispatch services, and many other important aspects of the on-demand transport industry.

I want to mention how this developed. People might know that I am a part-time marriage celebrant. I was never a full-time marriage celebrant. I mention that because we were also in a protected industry. I never wanted Perth to have too many marriage celebrants, because the more marriage celebrants there were, the less work I would get. That is similar to the situation with taxis. In the past, there was a petite and secure market for taxis in Perth. The way in which taxis operated and the way in which consumers in the Perth metropolitan area acted over the years was unique. If the taxi industry had been open to everyone, there would have been too many taxidrivers to make the industry viable. Therefore, the government of the day decided to create a system under which only people who purchased a taxi plate, paid the relevant charges and registration fees, and passed the identity and character checks, could operate a taxi. One of the great principles of the Labor Party is that we support small businesses. That meant that the taxi industry was a restricted market and a person who purchased a taxi plate knew that only a certain number of taxis would be operating on a particular night and, therefore, a certain amount of work would be available.

When Uber or ridesharing first appeared in the market, it operated illegally. The government of the day did not mount a legal challenge. Rules and regulations were in place. We all knew them. We had all agreed on them. However, all of a sudden there was a challenge in the market. I do not want to draw inappropriate parallels. My understanding is that at some point, the then leader of the Liberal Party policy committee was a significant stakeholder in Uber in Western Australia. I know that the then government met with Tom White. I met him when Uber gave me a tour. He is a very nice gentleman. I do not draw any parallels, other than to say that the Western Australian government allowed that to take place. I do not ever seek to draw that parallel.

**Mr I.C. Blayney:** How could they stop it?

**Mr T.J. HEALY:** I am saying I did not draw that parallel.

Uber was operating worldwide. It was global. It was not unique to Western Australia. When Uber started to operate illegally in Western Australia, the then government did not stop it. My wife and I are very lucky to own our house. It is worth a certain amount of money. We live in the Gosnells area. The price of our house is set. If the government did something that drastically affected where people in my area want to live, the money that we have invested in our house would plummet significantly. That is what happened to taxi plate owners. My understanding is that a number of taxi plate owners made that investment for their family, as they would make an investment by buying a house, knowing they could sell those plates at some stage and ensure their family had safety and security, provide an inheritance for their children, or fund their retirement. When the government of the day did not enforce the legislative requirements but sat by and said, “Hmm; Uber, that’s interesting”, the market value of those taxi plates plummeted and the 1 000-plus people who owned those plates lost the value of their investment. Families had invested in those taxi plates, and the Barnett government allowed the devaluation of their asset by not honouring the agreement it had made.

I want to thank the thousands of people in the taxi industry. They are very passionate, proud and loyal people. They have continued to provide a great service to their community, even when these things were happening to them and their families. This bill will help correct the mistakes of the past. Taxis are a fantastic institution. I love them. I use taxis. I will never stop using them. However, they can be a bit better. I say on behalf of my family and my community that I have heard wonderful stories about the many great taxidrivers who are providing this service. However, I would like to offer some guidance and suggestions to the taxi industry. It is interesting that Uber is providing some different services in the market. It provides an online booking system. I say to those in the taxi industry who are watching this debate at home that it would be fantastic if we could book a taxi online the day before and know that it will come every single time. Please do not take it for granted. I want to know that if my wife had to go to hospital at 7.00 am the next day, the taxi would be there for her. I know it would get there eventually, but if I book it the day before, it should be locked in.

I want to pass on some nice comments to Uber. Uber is doing some things very well. I have always had a good customer service experience from taxis. However, when Uber entered the Western Australian market, it seemed to be better at customer service, whether that was providing a bottle of water, or a clean car. I am not saying that taxis are not clean. However, the expectation with Uber is that it will be a brand-new car. Other positives are that the online booking app works well, and the technology enables people to know when their vehicle will arrive. Uber has added some positive things to the market, and that has led to improvements in taxi services, so the system has become better for everyone. I want to say thank you to Uber. I was invited on a tour of Uber's facilities in Subiaco. I have to say I was very impressed with how Uber regulates its drivers, shares data, and makes sure everything is safe. It is all done through the driver's phone. Uber knows whether the driver has their phone in a cradle or on their lap, and whether they are texting while they are driving. Uber tells me it can work out whether the driver is stopping too quickly—putting their brakes on—based on all the data. It captures that quite well. It is a very interesting system.

Again, my speech is not anti-Uber. My contribution is about the fact that Uber is here to stay and that we, as a state government, should ensure that we work with it. What I found very interesting in Uber's presentation is that it can also predict who is driving south of the river and north of the river to a region, their average demographic, where they are going and what they are driving for. Because we now have a Labor government, a public transport system will be built and interconnected. That is fantastic. In places like Sydney and Melbourne, and in other states that have had good Labor governments that have built train and bus systems, Uber has replaced buses and some of that connection. Uber's data shows that people still catch the train to and from work, but Uber sometimes replaces that bus journey. Normally, someone might go from home to the bus stop, from the bus stop to the train station, from the train station to another train station and then to work. I found from the data that Uber—I acknowledge the shadow minister for Uber; thank you for entering the debate —

**Mr Z.R.F. Kirkup** interjected.

**Mr T.J. HEALY:** I certainly acknowledge that what Uber does well, member, is that it seems to replace the journeys from home to the train station and from the train station to work. They are short \$5 or \$10 journeys. It is an interesting way that that has evolved. I commend Uber for that. I say to the minister and to the department that if we are not collecting the data that Uber collects, it would be interesting for us to work into an arrangement to access it.

[Member's time extended.]

**Mr T.J. HEALY:** This bill will change the regulations. I have said before that the egg is scrambled. Damage has been done and we now need to fix it. I would like to draw members' attention to the double-faced nature of some within the Liberal Party who were in government at the time and are now part of the opposition. I listened to the contributions made last week. The member for Scarborough said that the opposition will not oppose this bill. I believe that is correct. I commend that. If what the member for Scarborough said is the case, the opposition will not oppose this bill in this house and in the other place. I say hoorah—congratulations. I will refute one of the comments that was made last week in the member for Scarborough's contribution. She said that by writing to taxi plate owners and informing them of how important this bill is, we put them —

**Mr D.C. Nalder:** You threatened them.

**Mr T.J. HEALY:** The member for Bateman thinks we threatened them. We did not put them under stress; his members did that. His government created an industry —

**Mr D.C. Nalder:** You need to read the letter.

**Mr T.J. HEALY:** No. When the member was the Minister for Transport, he promised to deal with this issue; is that correct?

**Mr A. Krsticevic** interjected.

**The ACTING SPEAKER:** Member for Carine, he is not taking interjections.

**Mr T.J. HEALY:** I am happy to take interjections.

Several members interjected.

**The ACTING SPEAKER:** Member for Carine, just be careful.

**Mr T.J. HEALY:** Madam Acting Speaker, I am happy to continue.

**The ACTING SPEAKER:** Thank you. The member for Southern River has the floor.

**Mr T.J. HEALY:** I am happy to take interjections from my learned colleague. I will certainly be followed up by the member for Armadale.

Did the member for Bateman not tell this chamber that he would deal with the Uber situation and protect taxi plates?

**Mr D.C. Nalder:** There are a number of conversations I had in this chamber regarding taxi plates. I was not aware that Uber was entering the market when it did. It did not inform me that it was coming in. It came in.

**Mr T.J. HEALY:** When did it enter the market?

**Mr D.C. Nalder:** I can't remember the actual date.

**Mr T.J. HEALY:** The member says that he was not aware when it did.

**Mr D.C. Nalder:** I wasn't aware when it actually entered.

**Mr T.J. HEALY:** The member was not aware that Uber was going to enter the market.

**Mr D.C. Nalder:** It was entering every jurisdiction around the world and around Australia.

**Mr T.J. HEALY:** Yes.

**Mr D.C. Nalder:** When it came in, initially we looked at what we could do to stop it.

**Mr T.J. HEALY:** First of all, the member is saying that he was not aware that Uber was going to enter the market when it did.

**Mr D.C. Nalder:** It did not advise us; it just did it.

**Mr T.J. HEALY:** It did not advise the member. It is interesting that earlier we had a matter of public interest debate on parliamentary questions. On 24 March 2015, the current Premier asked the then minister a question on notice —

Could the Minister advise if the Minister ... has had any contact or meetings with representatives of registered lobbyist Barton Deakin Government Relations ...

The answer to part (a) was —

10 April 2014 ...

The answer to part (b) was —

Uber ...

The answer to part (c), which asked what was the nature or subject of the discussion, was —

Uber's intended entry into on demand transport industry in WA ...

**Mr D.C. Nalder:** We knew it wanted to come in, and I had two or three meetings with it. I was trying to get it to work with government to look at reform of the industry. We had conversations to that effect and then all of a sudden it launched. We were not aware of it launching. We did not know the date that it was going to do it. We always knew its intent.

**Mr T.J. HEALY:** Is the member saying that in April 2014, when he met with Uber and discussed its intended entry into the on-demand transport industry in Western Australia, he did not realise what it was doing?

**Mr D.C. Nalder:** I am saying that it did not talk about a launch date. We were talking to it about reform of the industry. It had expressed a desire to enter the market in Western Australia and I had requested that it work with government to try to find a better means.

**Mr T.J. HEALY:** Earlier I said that I did not believe there were links between Uber and the Liberal Party. Is that the case?

**Mr D.C. Nalder:** There weren't with me.

**Mr T.J. HEALY:** I believe Tom White was the head of Uber at one stage.

**Mr D.C. Nalder:** Tom White was involved in the Liberal Party and he ended up working with Uber, yes.

**Mr T.J. HEALY:** Yes, I think he was the principal person in charge. The member also mentioned that he had made several statements in Parliament. I have an extract from *Hansard* of 14 October 2015. The current Minister for Transport asked whether the then minister had an approximate time frame for introducing a situation. In October 2015, he said —

I would like to be in a position by Christmas to be able to provide something to cabinet ...

Did that take place?

**Mr D.C. Nalder:** I put through the first changes.

**Mr T.J. HEALY:** Member, I have only eight minutes. I will allow the member to answer in 10 seconds, if that is okay, because I have some other things to get to.

**Mr D.C. Nalder:** I can't give you the exact dates. There were two lots of changes. One was the change where we said that we'll take 20 per cent of the taxis out of the marketplace and make a payment of 20 grand.

**Mr T.J. HEALY:** But in terms of saying to Uber, "You're operating illegally —

**Mr D.C. Nalder:** I talked about this in my contribution to the second reading.

**Mr T.J. HEALY:** So when you said to Uber, "You're not operating legally; what are we going to do about it?" —

**Mr D.C. Nalder:** What we initially did was try to get the staff to stop it. What happened was that all Department of Transport staff were blacklisted by Uber and we ended up employing contractors to try to get rides on Uber who were not at that point blacklisted.

**Mr T.J. HEALY:** I wish I was in this place in opposition so that I could have asked the member a question while he was in government.

The theme of this chapter of my speech is —

Several members interjected.

**Mr T.J. HEALY:** But members are not.

Several members interjected.

**The ACTING SPEAKER:** Members!

**Mr T.J. HEALY:** This comes to the fact that there are double-faced Liberals. They said one thing in this place —  
Several members interjected.

**Mr T.J. HEALY:** Not necessarily the member. I have asked him to explain parts of this. Previous members of this place would say one thing in this chamber. They would talk about how they loved the taxi industry and how much they appreciated taxi owners —

**Mr Z.R.F. Kirkup** interjected.

**The ACTING SPEAKER:** Member for Dawesville!

**Mr T.J. HEALY:** Members in this place—the member for Riverton was one of the worst and the former member for Southern River was pretty bad—talked about how much they cared about taxi plate owners but then they would vote the opposite way. On 19 November 2016, the former member for Southern River, Mr Peter Abetz, made a personal statement and said —

I know that most of them are currently doing it tough.

Later, in the vote on this issue, he would not support any of the motions the then Labor opposition put forward.

**Dr A.D. Buti:** Will you take an interjection?

**Mr T.J. HEALY:** I will take an interjection, but very quickly, member; I am running out of time.

**Dr A.D. Buti:** He also said that he knocked on the door of a taxi owner and he thought they were doing really great—all taxi owners were doing fantastic.

**Mr T.J. HEALY:** Indeed, the quote I have before me, member for Armadale, is from 8 September 2016, when the former member for Southern River came into this place and said —

I believe that \$20 000 for every plate owner will be a very welcome relief for plate owners and drivers ...

It is just disappointing. Members, we, on this side of the chamber in the Labor government, and when we were in opposition as well, have stood by and ensured that taxi plate owners had a chance to have a contribution —

**Mr D.C. Nalder** interjected.

**The ACTING SPEAKER (Ms S.E. Winton):** Member for Bateman, you have had a really good crack.

**Mr T.J. HEALY:** The Liberal members of the former Barnett government stood in this place and voted one way, but they said they would go the other way. They would go into the community and decry how horrible it was that this was happening to taxi plate owners and say, "I'll never use Uber." They would say all these horrible things and try to make all these things, but they actually destroyed an industry and people's families. They shat the bed and we are trying to fix it!

**Ms J.J. Shaw:** Did you say "shat the bed"?

**Mr T.J. HEALY:** Yes, I did. They shat the bed and we, on this side of the chamber, are the only ones who are available to fix it.

**Mr D.C. Nalder:** Remove Uber!



**Mr T.J. HEALY:** We are not seeking to remove Uber, member. The former government said that it would look after taxi plate owners, but it did not; it bugged the industry. The former government bugged the industry and allowed them to simply run wild in the industry and destroy what members in this place are trying to fix. I will draw my comments to a close. I would like to quote the current Minister for Transport, who referred to a statement in this place from the former member for Jandakot, Joe Francis. Joe Francis—the man who possibly could have been our Leader of the Opposition, but is not—said on 14 March 2017 in regard to the taxi industry and the election loss —

“Mums and dads who borrowed against their mortgages to buy taxi plates from the Government in a regulated industry. Regardless of what you might think about the taxi industry or Uber, it was a regulated industry when they borrowed money. We should apologise for how we treated them.”

The Minister for Transport then made another statement to which the Leader of the Opposition interjected that sums up everything. When the opposition was asked what it had done for taxi drivers, the Leader of the Opposition said, “We promised them nothing.”

**MS L. METTAM (Vasse)** [4.42 pm]: I would also like to contribute to this debate on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. From the outset, I would like to highlight the fact that this legislation represents another broken promise by the McGowan government because it is another tax being delivered to hardworking Western Australians. In the lead-up to the election, on 7 March, the now Premier stated —

“West Australians have had enough tax increases over the years,”... “Three land tax increases, stamp duty increases. We can’t afford any more tax increases on West Australians. I’m not going to do it because I know it will cost us jobs and there have been too many tax increases on West Australians already.”

What do we have there? Some members have called it a levy, but effectively it is a new Uber tax that will increase the cost for mums and dads for the next four years or so.

As part of my contribution to this debate, I want to focus in particular on regional Western Australia and the regional taxi industry. I have been in many discussions with, in particular, Busselton Taxis, the local community and representatives from the Western Australian Country Taxi Operators Association, who, I must say, have raised significant concern about the fact that they feel that they have not been consulted regarding this reform. Julie Murray, the secretary of WACTOA, stated in an email to me —

Minister for Transport and Dept Transport underhandedly blindsided regional owners telling them they don’t own their taxi plates in February this year at a meeting held by On the Demand Transport.

The Minister did not attend nor Dr Buti.

This has caused financial and mental stress and is legally incorrect as we have received comprehensive legal advice contradicting this.

Regional Operators have never received any transitional adjustment assistance and Uber is out in the regions as we all know as well as many other illegal operators.

The ... costs of cameras, dispatchers, on booking demand service licenses as well as increasing costs ...

That is given that inspections have gone up from \$97 to \$235. That concern was raised by WACTOA, amongst many others. The important point that they are making here is that they feel that they have not been heard and they wanted to meet with the minister on this issue as key representatives from the taxi industry representing regional WA. Their concerns with regional taxis have been that when this bill was first proposed it proposed a levy, or an Uber tax, across the regions that would contribute to a compensation package that they would not receive a cent from. I will go into further detail about that in a moment.

Although the government has talked about the fact that this legislation will not contribute to additional red tape, we are seeing new obligations for the purchase of dispatch systems and cameras for regional operators as well. I know that the member for North West Central in his speech floated a figure of about \$250, but I understand that it is between \$2 500 and \$3 000. That is a new obligation for the taxi industry that new competitors in the market do not have to meet. It is a new obligation on them in addition to the new licence fees, and they have very little detail about how much these licence fees amount to. The other point is that the taxi industry will not be receiving compensation. Although many of these plates were either allocated by the shire or state government to start with, in the absence of a sophisticated public transport system, these plates have a value. WACTOA comments that the very fact that the state government collects stamp duty on these plates illustrates the fact that they can be on-sold and they do have a value. The very fact that there is a different approach to regional Western Australia outlines some of the concerns from the regional taxi industry as well and again underlines why it is so important that the WA Country Taxi Operators Association has the opportunity to meet with the minister on this legislation.

To go through a bit of the background, as we are all well aware, the state Labor government introduced this taxi compensation package to fulfil an election commitment. The package was first announced in November 2017. There

were serious concerns about the package when it was first publicised. Again, I go back to the impact it will have across the regions. Once again, regional WA was overlooked by the government on this issue. It defied belief that taxidrivers, Uber drivers and other ridesharing drivers in regional areas would have to pay a tax when no buyback scheme was available to them. They would be contributing towards a tax, or a levy, that they would not benefit from.

Despite the comments made earlier in this debate about raising this issue, I wrote to the Minister for Transport about this issue on 17 January 2018, which was well before April. I will quote from my letter —

There is also concern that ... regional operators are not provided with any compensation, despite the fact that they are expected to contribute to the metropolitan compensation package through the 10% increase in fares.

...

I understand that you have been involved in consulting with sections of the industry and so I ask you to consider a meet with my constituents to discuss what the impact of proposed changes would have on regional areas ...

It also states —

They are also particularly concerned ... about the removal of the licensed area to operate and the removing of the restriction on taxi plates, ...

The media office sent out media statements on 22 January and 26 February, so I dispute the statements made by the member for North West Central and underline the fact that these issues have been raised with the Minister for Transport on behalf of the industry. We sought a meeting as well.

I want to focus on the regional support package. I refer to an article in the *Kalgoorlie Miner*, which is titled “Plate concerns of cabbies soothed”, and reads —

Ms Saffioti said the State Government was planning to consult with regional taxi operators before presenting the final legislation to Parliament.

I have underlined the fact that that did not happen. I also refer to an article in the *Busselton Dunsborough Times*, which states —

Although a last-minute “regional support package” was mentioned by Transport Minister Rita Saffioti after outcry from the industry in January, business owners said they remained apprehensive because no further details had yet been given.

The charter industry also raised issues in the same article. It states —

Ray Gannaway, of Gannaways Charters & Tours, said he was “very appreciative of the support to stop the levy coming in across the whole transport industry”.

“We’re not against taxis being compensated but there needs to be further consideration of a levy being put on an industry with no correlation to taxi operators in the first place,” he said. “The wider rural sector is also being unfairly treated in these proposed reforms.”

I am very interested to hear what has happened to the regional support package that was mooted by the Minister for Transport in January after concerns about this issue were raised by the opposition. The regional taxi industry is keen to understand what it will amount to because, as it raised with me, it has not heard anything. Quotes have been made in some of the regional papers but there is very little detail and it feels that it has been kept in the dark on this issue.

Another issue I want to raise is the concern about the cooperative taxi model. Bunbury Taxis Co-operative Ltd contacted me after the debate that was had in this place last Thursday. Bunbury Taxis Co-operative is made up of 14 members who hold a taxi plate licence in their own name. I will quote from its email, because this is something that it specifically wanted to raise with the minister and get some answers on, given that it has been unable to engage with her on this matter. The email reads —

The Co-operative is the holder of 12 taxi plate licenses (4 of which are wheelchair access plates)

7 of the 14 members lease there licenses to others to operate and the Co-op leases out all 12 of its licenses. The leasing of licenses has always been permitted by the Department of transport. The lessees own the vehicle and they lease the license from the member.

If this bill is passed the co-op and the 7 members leasing their licenses will NOT be given a new “vehicle authorization” because the rights to the new vehicle authorization will be given to the owner of the vehicle operating not the person or entity that holds the current license.

I have in my name purchased a taxi license which is classed as dutiable property. I have paid the stamp duty applicable on the value of the license and I have operated that license in accordance with the Department of Transport regulations for over 12 years. I have a loan attached to this license. At the passing of this bill I have nothing but the loan. I will not even be permitted to stay as a member of Bunbury Taxis Co-op because the rules state to be a member you must have a taxi license and shares in the Co-op.

I hope the minister will clarify the situation for operators such as Bunbury Taxis Co-operative in her second reading response and perhaps in the consideration in detail that will follow.

I turn now to some other impacts of this legislation as it relates specifically to broader issues in regional WA. The first is the cost of business in the regional taxi industry. As I stated before, this legislation will create new obligations and costs for regional taxi operators. Under the current legislation, there is no requirement for country operators to have cameras or a dispatch system. There will be new obligations for the sector. I understand that this will cost anything up to \$3 000. In light of this, they are seeking to at least maintain exclusive access to the taxi user subsidy scheme and rank and hail in regional WA. They also raised concern about the comments made by the minister on 22 August in the second reading speech that the new licensing arrangements for getting a vehicle on the road will reduce costs in the taxi sector in particular and that large dispatches and other booking services will absorb the costs to passengers of the passenger fare levy in the business models rather than fully passing it on to their customers. They raise concern about how they will be able to do that, given that this legislation will add a regulatory burden on and costs for those operators.

From the tourism industry perspective, the acknowledgment that these reforms are intended not to impact the tourism sector is welcomed, but how this is defined has raised concerns. A fair point has been made about the administrative burden of proving what constitutes an on-demand service that is not part of the tourism industry. A fair argument has been made that it will arguably create more costs than overall benefits in trying to do this administratively. In some regional areas, the only mode of transport for some seniors, the disabled, tourists and others is taxis. There is concern about the impact of this legislation, particularly given the absence of public transport in some regional areas. There is a major concern about the impact on the vulnerable—seniors and disabled people—given that there will no longer be an obligation for taxis or Uber to provide a service to town. The Labor government has already defunded the South West Wheels program, which supported access for disabled persons. This service provided in excess 1 100 trips a year, a figure that was predicted to grow even further after it was introduced. Cuts to the South West Wheels program have raised concerns about the impact on the vulnerable, given that there is no longer an obligation to provide the service.

[Member's time extended.]

**Ms L. METTAM:** As an example, Busselton Taxis has 12 taxis and employs 30 drivers. An average of three cars are on the road at any one time. On Christmas Day it did 44 trips for the disabled and those who would not ordinarily be able to drive. Members will understand the concern about who will take up that space if there is no longer an obligation to provide the service. As a result of some of these changes, the additional costs on the industry may mean that Busselton Taxis will step out of the market. The company currently provides about 20 jobs a week to persons in wheelchairs. It also provides a top-of-the-clock service for fly in, fly out workers. An article in the local *Busselton Dunsborough Times* states —

“If the community of Busselton do not support the local taxi business who have supported them for a long time, then there is a chance that one day this service will not be around,”

...

“Share-riders will only be around at peak times, so if we cannot sustain doing what we are doing, which is providing a 24/7 service, I am sure the City of Busselton, police, medical services, publicans, shopping centres and the general public will not be happy without a taxi service.”

That concern is real, and is only underlined by the cuts to the South West Wheels program. Concern is felt amongst the vulnerable and seniors will be impacted as well.

Charter and tour operators will also be subject to additional costs for new obligations and the dispatch system. BusWA wonders why it has been captured by the new reforms and, fairly, questions the administrative costs of being included in a scheme that targets an industry that sits alongside it. This sector has expressed concern that buses have now become booking agents and are obligated to up-front and ongoing costs for the dispatch system. The administrative costs mean that it is not worth being part of a piece of legislation directed at the taxi industry. I understand that the coach management program costs about \$25 000, with an ongoing annual cost of \$3 000. I have heard those issues from people in regional Western Australia, in particular, in the seat of Vasse.

Understandably, people in the industry are stressed out about what the impact will be. That is underlined by the fact that they were seeking some engagement with the minister about this. Outstanding issues have been raised by our shadow Minister for Transport about how the levy will work between the regions and Perth. Another outstanding issue is what assurances regional communities will have that support for the vulnerable will continue when the market in the regions is deregulated.

What has happened to the regional support package? Following media responses to questions about the unfair Uber tax in regional Western Australia by me and others in the opposition, the media commentary was that a regional support package would be delivered, but we have heard very little detail about what that would be. If that plan does not still exist, what was the government thinking at the time? Why include the charter industry at all, given the administration and cost of the dispatch system and the issue of what constitutes “on demand” and

what constitutes genuine tourism? At the end of the day, transport around the regions of this great state is of great value to everyone. It is a shame it has come to this, but I encourage the minister and the government to engage with the industry. Regional Western Australia and those who will be most affected by this legislation feel that the taxi industry that has existed and so many people have relied on until now has been treated as an afterthought. I will leave my comments there.

**MR Z.R.F. KIRKUP (Dawesville)** [5.06 pm]: Following that exceptional contribution from the member for Vasse, I stand to contribute to the cognate second reading debate on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. These bills try, to the best of the government's ability, to address a very complex issue. I totally recognise that. Members opposite know that there are a number of differences of opinion and perspective. Indeed, the Liberal Party is a very broad church, with a diversity of views. In a bid to dissect some of that complexity and to ultimately put my own perspective on this, I will go through a number of points in my contribution this afternoon. I will talk about why I think ridesharing has flourished in Western Australia and in other jurisdictions, the impact that technology has had on transport systems in Western Australia and the disproportionate impact these bills will have on the district of Dawesville and, more generally, the City of Mandurah.

Something needs to be put at the very top of my contribution. It is a point I would like to make more forcefully than anything else. I totally appreciate, as do all members on this side, that the regulation of taxis, the arrival of ridesharing, and the levy and voluntary buyback scheme proposed in these bills can be divisive issues. As with many pieces of legislation that we deal with in this place, I understand that we are dealing with the lives and livelihoods of many Western Australians. With the arrival of this legislation today, I also recognise that many people outside this place will have competing views on what we are dealing with. However, I suspect no-one on this side of the house, indeed, in this house in general, can accept the dark shadow that has been cast over this chamber, particularly over members on the government benches, in the form of the threats of violence levelled at the member for Armadale and the Minister for Transport. A despicable and disgraceful act has been perpetrated against those two members of this place. There will be times that I do not agree with the minister or the member for Armadale and there will be times that the house will resolve itself against my positions. There can be dissenting views from any one of us in this place. As parliamentarians, we know that although we will not always be liked for our stances on particular issues, the path we take to reach the best outcome should not see these kinds of threats being levelled at anybody. It is outrageous and distressing to me, I cannot imagine how the members felt when they got those threats of violence to their families and loved ones. It is right to put on record in this place that members of the opposition stand united in our condemnation of violence threatened against any member of this place doing their job. It is not right and it is a poor reflection of a small number, I expect, of our society to ever seek to try to influence outcomes of the operations of this place through those suggested acts of violence.

The impact of technology right across Western Australia and the western world has been complex for governments to deal with at any point in time. The rise of ridesharing platforms such as Uber, the one most often referenced in Western Australia, but also GoCatch and Lyft in other jurisdictions across the world, have presented an issue for regulated markets of taxidrivers in particular. In my inaugural speech in this place I made note of the fact that we had to make sure that a flexible legislative environment was in place to deal with the rise of these emerging and, some call them, disruptive technologies. It is important that governments look to proactively respond to the emergence of new technologies. I have spoken a number of times in this place about the rise already of autonomous vehicles. That will present a complexity for governments, both state and federal, in Australia, and I hope that we have the capacity to deal with autonomous vehicles in an open manner that embraces the prospect of a very advantageous technology that we should hopefully see taken up in the next decade or so.

At the start of my speech I recognised that the issue we are dealing with is a very complex one. In a perfect world I would argue that this legislation probably should not exist. In a perfect world, the market would act to even everything out and a levy would not be required. But we do not operate in a perfect world and we have to be politically pragmatic and realistic about the issues that we face as a Parliament. I recognise that governments of both sides have allowed for a high level of regulation of taxi plates in Western Australia and that has created what I could describe only as an adulterated marketplace. From the get-go we are not dealing with a free market; we are dealing with something that is very highly regulated. As we have seen in examples right around the world, those regulations are not just in Western Australia but in major cities across the country and the globe. These regulations have meant in many cases that taxi plates were artificially supplied and regulated, and supply constraints were imposed. Some aspects have meant that plate owners could profitably operate without exposure to real or genuine competition because they were guaranteed that a certain number of taxi plates would operate in their market. I look at taxi medallions in the state of New York and New York City in particular. Taxi medallions are worth millions because I think only 15 000 of them were ever allowed to be released, regardless of the population size of New York City. That is an amazing regulation. It basically insulated operators of taxis there. In my expectation, it would be similarly difficult for a situation in Western Australia, where there is a similarly regulated marketplace, to see a new entrant come in and operate outside existing taxi regulations and disrupt that marketplace. As members know, and I suspect will be in the contributions from the members for West Swan, Armadale and perhaps some

members who have already spoken, such as the member for Southern River, I am absolutely in favour of ridesharing. I think it is very much in the future of the transport mix, perhaps even a public transport mix at some point, if we look at the trial of on-demand public transport that has been rolled out in Sydney and perhaps other places across Australia.

I appreciate what we have in front of us. I have some concerns about the levy and the like; it is trying to bridge that gap between the imperfect world that we have to operate in and what the perfect world would look like if the market was allowed to operate without the existing regulations inherited by this government and by previous Liberal and Labor governments. That being said, the legislation in front of us is flawed. I think it has been rushed. I look forward to fleshing out a number of things at the consideration in detail stage that, in my mind, were perhaps quickly legislated. I do not doubt that there has been a consultation phase that has taken some time under the stewardship of the member for Armadale together with the minister, her office and the department. There are some interesting parts of the legislation that I look forward to going through during consideration in detail and perhaps seeing whether it cannot be tightened up in some areas. To get to the substantive nature of my concerns, I do not think that customers of ridesharing platforms such as Ola, Uber, Lyft, if it ever comes here, or whatever, should be levied to fund a voluntary buyback scheme. It is a conscious decision of this government. I obviously do not think it is a wise decision at this point. We have seen an act of political manipulation through the correspondence that has been read out by the member for Scarborough and referenced by a number of others, and the government is now in the habit of making funding for one aspect contingent on another outcome. We have heard the government suggest that if the Legislative Council does not pass a piece of legislation, funding for another mechanism that is completely unrelated will not be available. This web that has been developed by this government is a concerning one, especially if there are some flaws that should rightly be identified and discussed in this chamber and in the debate in society more broadly. When we talk about the levy that will be applied and the rise in these ridesharing platforms, I do not think we can talk about that in isolation from what I think is a failure of adaptation from the taxi market, generally speaking.

In Western Australia, Australia and globally, we have seen the rise of ridesharing platforms develop way ahead of time. I will use the example of Uber in Australia. It arrived, I think, in Sydney in 2012. It arrived in a small, relatively constrained part of the city, maybe the middle of the city, before it spread out in 2014. That was two years after its arrival in Australia. It first started off in 2009 in some major cities in the United States. If I was in the industry and recognised that a developing technology was popular in other jurisdictions across the globe—popular in places such as Sydney and the Australian market clearly had an appetite for it—maybe as a collective we would think what could be done to make sure that we adapted accordingly.

**Mr P. Papalia:** You think as a government you might respond in 2009?

**Mr Z.R.F. KIRKUP:** As I said at the start of my speech, I recognise the complexities that governments have had to deal with in this issue. I look at the survival of the black cabs in London, where they have a high level of service and awareness, and well-maintained vehicles. They are still very popular. From everything that I can see, they have been resilient to the emergence of Uber.

**Dr A.D. Buti:** They are banning them.

**Mr Z.R.F. KIRKUP:** I know that they have banned them in London now, but even before that they were surviving in that marketplace.

**Mr P. Papalia:** Surviving so well they banned them.

**Mr Z.R.F. KIRKUP:** My point is that the black cabs were going well. I think the member for Armadale is nodding, and he is the subject matter expert on this. That is clearly an example of a highly regulated industry responding with a superior service to what was on offer through ridesharing platforms and as a result it was dominating. It was still surviving and in some cases it was in more demand than the ridesharing platforms that are on offer now. We have seen the rise of those North American examples, and of the examples in the eastern states. When I think about my taxi experiences, they have not always been pleasant, here or in other places. Often we were left with a vehicle which was not necessarily well maintained and had hundreds of thousands of kilometres on the clock; it was an AU series Ford Falcon wagon in most cases. The dispatch services would not guarantee them and people could not track them.

**Mr J.E. McGrath:** When was this?

**Mr Z.R.F. KIRKUP:** This was when I was living at my parents' home during my high school years. This is Swan Taxis in my experience, but I can remember the dispatch service telling me that I would get the first available taxi, whenever that might be. There was no guarantee of their arrival or it might be half an hour later. In contrast with that, it does not surprise me that there is a service that perhaps offers late-model vehicles that can be tracked. On Thursday, the member for South Perth in his contribution spoke about the surety of the driver because the placard was in the taxi. A not dissimilar identification process exists on most apps. I have not used Ola, so I do not know what that is like, but I think it is relatively similar. People can go through an identification process to identify their

driver on their phone and people can track rides as they occur. Those are also very positive things when it comes to security, and those are the types of things that we see. More importantly, people are certain that the vehicle that they have requested will arrive at a certain time because they can see it on a map.

**Ms J.M. Freeman:** You can do that with taxis now.

**Mr Z.R.F. KIRKUP:** The member for Mirrabooka is absolutely right; we can do that with taxis now. But when ridesharing platforms entered the market, that was not available. It did not exist. It was still telephone-based, and people would ring on landline phones and mobile phones to order a taxi.

**Ms J.M. Freeman:** People were employed to answer the telephones. My mum was employed on the —

**Mr Z.R.F. KIRKUP:** I am certain, member for Mirrabooka, that she did an outstanding job. The reality for your mum, as she worked in taxi dispatch operations, was that she was part of a highly regulated market; there was an undersupply of taxis. When I was a young bloke, I remember hearing on the radio a former transport minister, Hon Alannah MacTiernan, having to deal with a flood of new taxi plates into the market, because the market in Western Australia had become so constrained that people were waiting a long time for a taxi and the service was not ideal at all. Given all that, it can be no surprise that a market entrant into that space has perhaps become a more popular alternative. The natural response of any business to that should be better service, with better quality. London black cabs are a good example. London has a regulated market, but still black cabs flourish. The operation of ridesharing platforms will not automatically mean the displacement of taxis, even when they operate in a manner for which they would be banned in the United Kingdom—they have run riot at some points in the United Kingdom. Even with all that, when there was perhaps a more unadulterated market response from some ridesharing companies, taxis that provided a good service still flourished. From my perspective, that is the most important way in which I tried to look at this. When considering my contribution to the second reading debate on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018, it did not surprise me that we now have, I think, 9 000-odd Uber drivers and nearly half a million constant users of the service. That shows that it is clearly a —

**Mr J.E. McGrath:** Clogging up Hay Street.

**Mr Z.R.F. KIRKUP:** Clogging up Hay Street, member for South Perth. Sure. I think it also has something to do with the traffic changes that happened with the lanes. But, anyway, the member for South Perth says that Ubers clog up —

**Mr J.E. McGrath:** Can I ask you a question?

**Mr Z.R.F. KIRKUP:** Sure.

**Mr J.E. McGrath:** No, I am very interested in what you are saying.

**Mr Z.R.F. KIRKUP:** Sure.

**Mr J.E. McGrath:** How would you like to be a cabbie when you get a fare—you're called to do a job—and the people who have called the cab are waiting outside the restaurant, and then those people see a cab coming, so they flag one? When you arrive, they've gone. I mean, it's a terrific industry to be in, isn't it?

**Mr Z.R.F. KIRKUP:** Sure.

**Mr J.E. McGrath:** These are the things these drivers have had to put up with.

**Mr Z.R.F. KIRKUP:** I appreciate that the member for South Perth should join the government benches with that question, but it is a complex marketplace. I appreciate that. It is a crowded marketplace at times.

**Ms R. Saffioti:** A broad church.

**Mr Z.R.F. KIRKUP:** A broad church; that is right.

Several members interjected.

**Mr Z.R.F. KIRKUP:** A broad church. I appreciate the member for South Perth's comments.

It is a contested marketplace. Indeed, we can look at any competition. My father was a plumber by trade. I have not spoken to him about it, but I imagine if he was late to a job, he would be displaced by another plumber who might get there when they said they would get there. I do not know.

Several members interjected.

**Mr Z.R.F. KIRKUP:** I imagine so. I do not know. This is going —

Several members interjected.

**The ACTING SPEAKER:** Members!

*Point of Order*

**Dr A.D. BUTI:** This is an outstanding contribution from the member for Dawesville. Can you please tell his own side to stop interrupting, because I want to listen to it.

**The ACTING SPEAKER (Mr R.S. Love):** Yes, I would like to hear it too.

*Debate Resumed*

**Mr Z.R.F. KIRKUP:** Thank you, Mr Acting Speaker and member for Armadale.

I do not think it is right for all users of all services to be levied with a tax to try to compensate taxi plate owners. Perhaps a compensation package should be funded from a different source. This levy could harm a market mechanism that arrived to respond to a community need. People will now be charged more because they like that service.

[Member's time extended.]

**Mr Z.R.F. KIRKUP:** I think I have gone through the context in which I have approached this issue in Western Australia as a whole, but I will zoom in a bit more on what it means for Mandurah more generally. The member for Vasse rightly pointed out that there are country taxi operators in her community of Busselton; the same is the case in the City of Mandurah. Residents of Mandurah are being asked to pay a levy in Mandurah for catching a cab or Uber to pay for the buyback of taxi plates in Perth. It is absurd to see that, particularly in Mandurah—obviously the member for Vasse spoke on this during her contribution —

**Ms L. Mettam:** They changed their position on Vasse. The rest of regional WA no longer has it.

**Mr Z.R.F. KIRKUP:** In that case, my apologies. It is only in Mandurah in that case. I appreciate that, member for Vasse.

People who catch a taxi or Uber in Mandurah will be expected to pay 10 per cent more to fund the buyback of taxi plates in Perth. I find that absurd. I do not think it is right to levy people in Mandurah for that purpose. This is another example of a government that does not care about Mandurah at all. I do not understand why this government hates Mandurah. We have seen it time and again with vital assets right across Mandurah, such as Peel Health Campus, the schools in my community that have had hundreds of thousands of dollars ripped out of their local budgets, the police funding being reallocated, funding for a much-needed bridge not forthcoming, and the cost-of-living increases that have disproportionately affected Mandurah because of the number of pensioners in my community, and now we will see a 10 per cent levy on people who catch taxis or Ubers in Mandurah to pay for the buyback of taxi plates in Perth. It has nothing at all to do with our community.

Pat Thomas House is a vital service in my electorate. It is a shelter that operates a domestic violence refuge for women and children in my community. Its taxi bill for the last financial year was \$3 169. Due to this proposed levy, women and children who need to access vital government services in that important hostel in Mandurah because they are fleeing domestic violence will now have to pay 10 per cent more for the same service to fund the buyback of plates in Perth! It is absolutely absurd that this government seeks to penalise those vulnerable women and children in our community of Mandurah to make sure it can buy back plates to fund an election commitment to people who own taxi plates in Joondalup! I cannot imagine that a single member on the government benches would agree with that. If I were to ask the members for Kingsley, Joondalup, Bicton or Baldivis whether they wanted to see the taxi bills of those vital shelters in their communities increase by 10 per cent while they are just trying to provide vital services to the people who need them, there is no way that those government bench members would stand for that. Yet we once again see this government attacking the people of Mandurah. It is absolutely not good enough. That is the real impact these bills will have. Beyond the election commitment of this government to fund a taxi plate buyback scheme—much more than that—this will absolutely hurt the vulnerable members of the community of Mandurah. It is absolutely not good enough.

That is in addition to all the budget cuts that we have seen, including the cuts to police and education, the increases in fees and charges and the dire situation at Peel Health Campus. This once again shows that this government has absolutely no care or concern for the people of my community when it comes to those vulnerable community members and the people who operate shelters like Pat Thomas House. Other vital services will be affected. Indeed, because of the situation at Peel Health Campus, I am aware that a number of people take taxis to access services provided at Rockingham General Hospital or Fiona Stanley Hospital. They, too, being in a vulnerable situation and trying to seek medical treatment, will have to pay 10 per cent more for their fare to fund a taxi plate buyback scheme that has nothing to do with, and has no impact on, my community. That is absurd. That flaw in this government's legislation will have a very negative impact on my community in Mandurah, and I will not stand for it.

**MR P.A. KATSAMBANIS (Hillarys)** [5.28 pm]: I rise to speak on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. At the outset I want to point out, for reasons that I will explain during my contribution, that I do not support the bills in their current form; I oppose them. I make clear that that is my personal position, and I will explain why. At the heart of these bills is a perfect public example of the sly, sneaky and duplicitous nature of this government that is currently being inflicted upon the people of Western Australia. The Labor Party promised so much when it was in opposition, but as soon as it came to government, it immediately started doing U-turns because it realised it was no longer in the game of making big, unfunded promises; it was in the game of delivering, and it could not deliver.

Let us go back to the pre-election period when the Labor Party in opposition claimed there would be no new taxes if it were to be elected, and that there would not be any increases in existing taxes. We have seen that promise jettisoned. No wonder the public uses “politician’s promise” as a sort of joke phrase. They do not accept that politicians are telling the truth when they make promises, if such barefaced claims can be jettisoned immediately after getting elected—none more so than this 10 per cent tax on Uber and on-demand transport that the government is imposing on Western Australians.

Also in the pre-election period, going back to 2014 when Uber first entered the market, the taxi industry was heavily disrupted. It was a very regulated industry at the time. Entry into the industry was heavily regulated and protected by government, particularly by participants in the industry who wanted to extract monopoly profits from that industry, and good luck to them. It was heavily protected and heavily regulated. Somehow or other, over decades the right to operate in a closed market developed into a financial asset that could only be described as a pyramid scheme; it is as simple as that. The taxi plate owner leases the plate to an operator, who then finds someone to provide a car—sometimes a driver, and sometimes a driver subcontracting further. That is what was created. The right to drive and earn an income became a financial asset. I do not think that was good, and I think the consequences of that are playing out right now.

That is not an error of this government and it is not an error of the previous government that tried to grapple with the problem; it is an error going back decades. Unfortunately, there was a group of people who made investment decisions based on those flawed regulations and that flawed closed market. There was a broad acceptance in the community that those people had made those investment decisions to participate in a market that was, at the end of the day, government created, and government regulated and re-regulated. Every time there was an issue, the industry would come back to government and the government would, in some cases, pass even more restrictive laws to protect the industry. Government as a whole had taken on a fair amount of moral hazard in this industry, and there was an acceptance of that.

The previous government made an initial \$20 000 payment and also put together a comprehensive package to take to the last election. That perhaps did not meet all the expectations of the taxi plate owners, but it was going to be funded, and not by a levy; it was going to be funded by the proposed sale of Western Power. Noticing an opportunity for political advantage, the then opposition—now government—ran heavy interference and made a series of promises that today, through this legislation, it is walking away from. It ought to be held to account for those promises.

As other members have pointed out, in the course of debate here in the Legislative Assembly in 2016, when dealing with the Taxi Amendment Bill 2016, members of the then opposition who are now in government suggested that the compensation should have been around \$162 500. That was the then opposition’s initial floor-level payment, supposedly. Then there were a series of meetings, such as the meeting that took place later in 2016 at the Italian Club, where the current Minister for Transport—I think assisted by the member for Armadale, but I am not sure whether he was there; he is indicating that he was not at that meeting, so I will accept that—made a series of promises. I have had taxi plate owner after taxi plate owner indicate to me that the commitment made was north of \$200 000. I understand that the figures vary from person to person, but every single one of those people made the point that the pre-election offer had a “2” in front of it, and was a six-figure sum. That is very, very clear. On that basis, some people were hoodwinked into creating a political party to act as a funnel to the Labor Party for preferences.

**Dr A.D. Buti** interjected.

**Mr P.A. KATSAMBANIS:** They met with the member on a regular basis, and they have told us this. These guys told us this then, and they tell us now—the Micro Business Party. It was totally focused on removing the previous government.

**Mr P. Papalia:** They weren’t alone there, mate!

**Mr P.A. KATSAMBANIS:** If the member would let me finish, I do not think they were responsible for that, but they assisted. Perhaps they jumped on the bandwagon rather than assisted. I accept that they were not the ones who brought down the previous government!

Nonetheless, not only was there a commitment made but also those people actually jumped on board, jumped on the bandwagon, based on that commitment. That is what taxi plate owner after taxi plate owner is telling us today. However, when it comes to delivery, does this package deliver a minimum floor for a buyback of taxi plates of \$162 000? No. Does it deliver that perhaps aspirational \$200 000-plus commitment that the current Minister for Transport is said to have made to the taxi industry? They repeat it, and there are people who —

**Mr P. Papalia:** Lie and lie and lie.

**Mr P.A. KATSAMBANIS:** So is the Minister for Tourism; Small Business saying that those taxi plate owners who claimed they were made a commitment of more than \$200 000 are lying? Okay, let that sit on the record. I am happy to take these people at face value. I am no friend of theirs, and they are no friends of mine, I can guarantee you.

**Dr A.D. Buti** interjected.



**The ACTING SPEAKER:** Member for Armadale!

**Ms R. Saffioti** interjected.

**The ACTING SPEAKER:** Minister!

**Mr P.A. KATSAMBANIS:** I can guarantee you, I am no friend of theirs.

**Ms R. Saffioti** interjected.

**The ACTING SPEAKER:** Minister for Transport!

**Ms R. Saffioti:** I will stand up and outline what they said you said at the meeting, and the member for Carine.

**Mr P.A. KATSAMBANIS:** You can say that.

**Ms R. Saffioti:** I will stand up and go verbatim what they said about the Liberal Party.

**Mr P.A. KATSAMBANIS:** Not me.

**Ms R. Saffioti:** Yes.

**Mr P.A. KATSAMBANIS:** I met with them and they did not like what I said.

**Ms R. Saffioti:** They said you made some commitments, and you, member for Carine. I know what they told me.

**The ACTING SPEAKER:** Minister, enough! Get back to the point, member for Hillarys.

**Ms R. Saffioti:** I took notes of what they said you said about the member for Bateman. I know what you said about the member for Bateman.

**Mr P.A. KATSAMBANIS:** Mr Acting Speaker, I am actually trying to make a speech whilst members are debating across me.

**Ms R. Saffioti:** And the member for Riverton and the member for Hillarys—what commitments you gave.

**The ACTING SPEAKER:** Minister for Transport!

**Mr P.A. KATSAMBANIS:** I know what commitments I made. That is why they are not my friends.

**Ms R. Saffioti:** That is what I heard. I heard something different.

**The ACTING SPEAKER:** Minister, I will call you if you keep going.

**Mr P.A. KATSAMBANIS:** There is a general acceptance that there was moral hazard on the part of the government, but it is this government that needs to be held to account for its commitments and its promises. It made a series of promises to taxi plate owners, and it has not kept them. Therefore, the legislation is flawed in that regard.

We then come to the levy. I make it very clear that I have supported Uber from the first day it entered the on-demand transport market in Western Australia. Uber showed quite clearly that the market for on-demand transport services for ordinary working Western Australians in our community was not being met. If the taxi industry had been doing such a good job, no-one would have bothered to patronise an unknown company that had invaded from overseas, if you like. They would have said, “We’re happy with what we’ve got. Why do we need to change?” However, the people of Western Australia took up the service in droves; and, the more they took it up, the more they liked it and the more they used it. As other members in this chamber have pointed out, it has led to significant improvements in the taxi industry. A bit of competition never hurts. That is what competition does—it makes people hungrier for business and more focused.

**Dr A.D. Buti:** Do you know where the idea for Uber came from? It came about in the 2009 Obama inauguration. The founder of Uber was there with some friends, and he couldn’t get a taxi, so he thought he might set up something when he went back to California, and he set it up.

**Mr P.A. KATSAMBANIS:** That is right. The success of Uber demonstrates that the public was ready for that sort of idea, whether it was in Washington in 2009 during President Obama’s inauguration, whether it was in Western Australia in 2014, or whether it is today or going forward. People are comfortable and happy with that service. Many people—not all; maybe not even a majority for all I know—prefer to use Uber for those reasons. In a competitive market, allowing choice is great. Ola and Shofer, and a lot of other operators, are coming into the system. I dare say that I hope that in the future, there are some local players in the market as well to add further competition and to drive prices down. I also hope, most importantly, that that will improve services for consumers. The consumers of this state are being completely and utterly duded by this legislation. The reason they are being duded is that the Labor government promised when in opposition that there would be no new taxes and no increases in taxes. A 10 per cent so-called levy on every on-demand passenger fare in metropolitan Perth is a tax. The government can call it a levy. It can call it anything it likes. It is a tax on the users of on-demand transport services to compensate a small group for which the government has accepted moral hazard but has not been

prepared to fund from its own budget. The consumers of this state will be hurt by this levy. The member for Dawesville outlined how the 10 per cent levy that service providers will have to pay this government in order to provide funds for the buyback will reduce their ability to deliver services. Many services across this state, such as those that enable women and children to access refuges, will suffer from the impact of this levy, because it will increase the cost of transport. It will also impact on individuals. People will not go out as often. That will hurt the restaurant industry.

Paradoxically, the levy will make taxis even less competitive with other cheaper alternatives. A 10 per cent levy on a \$60 taxi fare from Hillarys to the centre of Perth is \$6. If we multiply that by the return trip, that is an extra \$12. The cost of taking an Uber from Hillarys to the city varies between \$35 and \$40. If the cost is \$40, the levy will be only \$4. Therefore, what is already a more expensive service will become even less competitive because of the 10 per cent levy, because the dollar value of the levy will be higher.

**Dr A.D. Buti:** Will you take an interjection?

**Mr P.A. KATSAMBANIS:** No. I want to finish. The member has had his go—as he had a go at fixing this legislation.

**Dr A.D. Buti** interjected.

**The ACTING SPEAKER:** Member for Armadale, the member has indicated that he does not want to take interjections.

**Mr P.A. KATSAMBANIS:** This tax, which the government hid from the public before the election, will actually hurt the people whom the government is supposedly trying to compensate and protect going forward. In particular, it will hurt taxidriviers, who have been forgotten in this whole debate. Taxidriviers are among the hardest working and lowest paid workers in our community. Nothing in this package will help taxidriviers, apart from encouraging them to move to another on-demand transport set-up that might be cheaper and might in the long run assist them to eke out a living. This tax is an absolute con. It is a con because the government did not promise it. It is a con because it will not deliver what the government claims it will deliver. It is also a con because it is the highest imposition in any of the Australian states that have gone down this path. Mr Acting Speaker, I seek an extension of time, if possible. I will not use all of it.

[Member's time extended.]

**Mr P.A. KATSAMBANIS:** This tax is a 10 per cent levy on all fares. Other states have gone down the path of a \$1 levy, and I think in one case a \$2 levy. That is a flat fee, for starters. That creates competitive neutrality. Whether a person catches a taxi or an Uber, the fee they pay to fund the buyback is exactly the same. It is not proportionate. If a taxi is more expensive for the same trip, the person will not pay a higher levy for that trip. That makes sense. This is not about distance travelled. This is not a road user charge or a fuel excise charge. This is about finding some funds to pay for the buyback scheme that the Labor Party said before the election it would have the money for, and it would not impose a new tax. That is the first point.

The second point is that a flat levy would not discriminate against people who live a long way from the inner city. As the member for Dawesville pointed out, this will have a disproportionate impact on people in Mandurah, or in the suburbs of Hillarys, Craigie or Padbury in my electorate, who need to use cabs to get into town or for a specialist appointment in the medical precincts close to town. They will have to pay a higher fare per kilometre. In other states that have a taxi buyback scheme, people pay \$1 regardless of whether they take a short trip for \$10 or a longer trip for \$50 or \$60. Such a scheme would make more sense. It would also be more equitable. It would not punish people who live in the northern, southern or eastern suburbs of Perth at the expense of people who live in the inner city. This government has chosen to impose the highest tax of any of the Australian states in order to fund its buyback scheme. That is completely duplicitous. I do not support this tax in any way.

However, it actually gets worse. This levy is not being imposed just on taxis and Uber and the equivalent of Uber, such as Ola and Shofer. It is also being imposed on a segment of the market that has nothing to do with this bill. It is being imposed on people who operate small charter vehicles and the perhaps more upmarket limousine-type services. These services do not rely on rank and hail. They are not booked on demand through an app. They are pre-booked, longstanding arrangements for weddings, school balls and the like. They are not part of the on-demand transport system.

**Mr D.R. Michael:** UberBLACK.

**Mr P.A. KATSAMBANIS:** I will pick up on that interjection about UberBLACK. When some of those drivers choose in their downtime—when they are not busy—to participate in the liberalised on-demand transport market, it is pretty easy to track that. If they make their service available through UberBLACK for a while—for an hour, five hours or a week—that is pretty simple to track, and they could pay the levy. If the government deems it fair for them to pay the levy, it can do that; their longer term charter work can be separated. A number of these people have said to me that they have existing long-term contracts in place—sometimes for three years and sometimes

for five years. Those existing long-term contracts have a set price, and they might be with large or medium-sized corporations or international corporations. A lot of these operations have a standing arrangement with some airlines to get their staff from the airport to their hotel room and back again. They prefer to use the service; they like it and they are happy with it. But they have a fixed-rate contract that might go for another four or five years. They cannot pass that cost on. This is a direct cost on their business. Some of them are scratching their heads and contemplating why they are not being offered a buyback. They all paid for their licences back in the day when they first started and before the industry was shaken up. They are not participating in the buyback, yet their services are being taxed.

I have had correspondence from a lot of these groups. I have met with a lot of them. I have recently had some correspondence from the chair of the Wedding Car and Limousine Association of WA, Mr Brian Dickman, who has pointed out the unfair impact on his part of the industry. He suggested that the levy should be removed for luxury charter vehicles, which have nothing to do with the on-demand space; and that, if it was not removed, perhaps fares exceeding \$100 could be exempted from it. I think it should be removed for those vehicles. If it could be removed, that would make this legislation better and would reduce the impact on this segment of this industry. It is an important segment in which people have made significant investment decisions. This segment of the industry was not really impacted by Uber, as taxis were by Uber's entry into the market, but it has been impacted significantly by other factors such as the downturn in the economy, and we have to recognise that. They recognise it, too. Perhaps it is time government members talked to these people, because they would say that Uber had a bit of an impact but the real impact was the downturn in the economy. That is the same for all Western Australians.

If this government was amenable to making changes to the legislation by exempting small charter vehicles or luxury vehicles from the tax, particularly when they have long-term contracts, but making any UberBLACK-style work that they do subject to the tax, that would improve the legislation. If the government got rid of the ridiculous 10 per cent levy and, for the sake of consistency, went to a \$1-per-ride levy, perhaps even someone like me might consider it as a temporary measure, especially if it was sunsetted, which this is not. It would make it better.

**Dr A.D. Buti:** I beg your pardon. Do you reckon this isn't sunsetted?

**Mr P.A. KATSAMBANIS:** It is not in the legislation.

**Dr A.D. Buti:** It is quite clear that this is going to be imposed only until the money is raised that is needed to pay for the buyback.

**Mr P.A. KATSAMBANIS:** We will wait and see. It is not in the legislation. The sunseting is a best intention. It is a wish. It is another politician's promise. It is not in the legislation. The government can put it in and improve the legislation. If the government sticks to its guns before the election and funds the buyback without taxing consumers for something that is not their problem and they did not create, it would be worthwhile considering the other amendments in the bill. However, as others have indicated—the member for Scarborough, who is the shadow Minister for Transport, and the Leader of the Opposition—the minister has written to stakeholders and said effectively, "Take it or leave it. There will be no amendments to the legislation and if you don't like it, I'm going to take the legislation away and there won't be any compensation." As an opposition, we are stuck. As a member of Parliament, I am stuck. I am basically hampered by the minister's expression of her lack of desire for any amendments. I am hampered in my work as a member of Parliament to represent the people who have come to see me, as are other members on both sides of this chamber. I have no doubt that members on the government benches have had representations about these issues. I do not think it is only Liberal or National Party members. But the minister says, "Take it or leave it." Good luck with that in the other place, as we know from experience in the last 16 or 18 months. In this place, we have been told that the minister is not contemplating any amendments. As a legislator, as a member of Parliament and as a member of the Western Australian community who cares about consumers and all Western Australians —

**Mr P. Papalia:** Except taxidrivens.

**Mr P.A. KATSAMBANIS:** And in particular taxidrivens. Did the minister hear what I said before about taxidrivens, who are amongst the hardest working people in this state? They work the longest hours and are the lowest paid of all workers in this state. They will get nothing at all out of this legislation.

If we could make appropriate changes to the legislation, perhaps I would contemplate supporting it, but in its current form, this legislation exposes once again the complete and utter dishonesty and duplicity of a failed, and failing, Labor government that is not prepared to deliver on the promises it made before the election. It is not prepared to provide the compensation it promised to taxi plate owners before the election. It is not prepared to honour its commitment of no new taxes and no increases in taxes. Now it has roped in a segment of the transport industry that has nothing to do with this. Despite the pleas of these people, who fear losing their businesses, their livelihood and, in many cases, their homes as a result, it is just not listening. That is why I cannot support this legislation in its current form.

**DR A.D. BUTI (Armadale)** [5.57 pm]: That was a very interesting contribution from the member for Hillarys. When the member for Scarborough rose last week to lead the opposition's contribution to the debate on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018, she said —

I rise to make a contribution to the debate on the Transport (Road Passenger Services) Bill 2018 on behalf of the Liberal opposition. The Liberal opposition has formed the position that it will not oppose this legislation ...

The member for Hillarys has just said that he does not know what will happen in the other place. Is he saying that the Liberal Party may still oppose this legislation?

**Mr P.A. Katsambanis**: There are 36 members in the other place.

**Dr A.D. BUTI**: No. I am asking the member about the Liberal Party. His lead speaker in this house started her contribution to this debate by saying that the Liberal Party will not oppose this legislation. The member has now cast doubt on this.

**Mr P.A. Katsambanis** interjected.

**The ACTING SPEAKER**: Member for Hillarys!

**Dr A.D. BUTI**: The lead speaker from the opposition on this bill said on 6PR radio last Thursday that the Liberal Party would not oppose this bill. She repeated on the radio that she would not oppose this bill. She stated it in Parliament, yet now the member for Hillarys is saying that the Liberal Party's position in the upper house is not firmed up.

**Mr P.A. Katsambanis** interjected.

**The ACTING SPEAKER**: Member for Hillarys!

**Dr A.D. BUTI**: What an appalling situation we have in the Liberal Party! Talk about a broad church. This is a rabble that is unfolding every day.

**Mr P.A. Katsambanis** interjected.

**The ACTING SPEAKER**: Member for Hillarys!

**Dr A.D. BUTI**: Mr Acting Speaker, I am not asking for interjections from the member for Hillarys. As you asked me to stop, I would also like some protection in that regard.

Two members opposite made worthwhile contributions to this debate. One was the member for South Perth, who abided by what he said when he was on this side of the chamber. When he was on this side of the chamber, he said that he supported a levy and that taxi plate owners should be supported. He has been consistent in that regard. The other was the member for Dawesville. Although I did not necessarily agree with what he said in the last five minutes of his contribution when he talked about Mandurah, I thank him for his sentiments about what the minister and I had to endure. It was interesting that the lead speaker for the opposition talked about what some staff members have had to endure. That should never happen. No staff member should have to endure harassment from members of the public, but we know it happens. It would have been nice if the lead speaker had also said some kind words to the minister and me about what we had to endure. Thank you very much, member for Dawesville.

The member for Dawesville talked about ridesharing. I do not think at this stage we can say that Uber and like services are ridesharing. People call an Uber on the app and the car comes and takes them to their destination. That is not really ridesharing. I know that, in the future, the idea is that it will be proper ridesharing, but I think it is a bit of a misnomer to call it ridesharing at the moment.

*Sitting suspended from 6.00 to 7.00 pm*

**Dr A.D. BUTI**: I would like to continue from where I left off. I mentioned before the break that I thought two members on the other side of the chamber made worthwhile contributions to a degree. I also forgot to mention, from last Thursday, that the member for North West Central has been very productive in negotiations with the government and, as a result, I think has delivered positive reform for people who live in the regions, along with the member for Moore. Interestingly, the member for Hillarys intimated that there may not be support for the bill in the other house, when the opposition's lead speaker mentioned that the Liberals would not be opposing this legislation. She also went on radio to say that. The member for Hillarys also said that he would like to move an amendment. That also contradicts the lead speaker, because in her contribution last Thursday she mentioned that the opposition will not be mooting any amendments. She repeated that statement to Oliver Peterson on 6PR radio, when she also said —

If we try and amend that the Government won't accept it, it'll get rejected, the legislation will fail and the taxi plate owners won't get any compensation at all.

The member for Hillarys has not been consulting or conversing with the opposition's lead speaker on this legislation. How atrocious; they do not know where they sit with this legislation. Opposition members have been so contradictory in many of their statements on the bill before the house, but let us move on. We cannot help that the opposition is hopeless, so we will just continue.

The opposition keeps mentioning that when the current Minister for Transport was the opposition transport spokesperson, she promised taxi plate owners a certain fee. That is categorically wrong. How absurd for the member for Hillarys to say that the minister promised \$200 000, but then other people have said that it was maybe a little more or a little less. What was it? I will tell members why the member for Hillarys is not telling the truth. When we were in opposition, members on our own side of the chamber approached the opposition spokesperson for transport wanting her to promise a certain amount, but she would not do that; she said that it would not have been prudent to do that. The opposition has not provided any documentary or corroborating evidence, and it should be ashamed to keep saying that the Minister for Transport promised anything when she was in opposition. Where in our election promises does it state that we promised that a set amount would be given to taxi plate owners? I will tell members what the minister did promise when she was in opposition: that there would be an industry-funded buyback scheme. That is what she promised: an industry-funded buyback scheme, not a government-funded buyback scheme. She was quite clear about that.

The member for Scarborough mentioned the letter sent to plate owners. Even though it will eat into my time, I think it is important to read out this letter—the whole letter, not the excerpts that the member for Scarborough decided to read out. The letter reads —

The State Labor Government's reforms to Western Australia's taxi and on-demand transport laws, the *Transport (Road Passenger Services) Bill 2018*, has now been introduced into Parliament.

As you know, before the election of the McGowan Labor Government, there was no plan for the future of privately owned taxi plates. It is my priority to resolve this situation. Since coming to office, we have had to create a policy which delivers the fairest possible outcome for plate owners and will allow broader reforms to help modernise the taxi industry.

The State Labor Government is committed to the proposed buyback scheme. It is the most generous buyback scheme of its kind in Australia, and while I acknowledge that some plate owners wanted more, the Government had to strike the right balance.

The proposed buyback scheme is reliant on our legislation being passed through Parliament. If the legislation is not passed, the buyback scheme cannot be initiated.

The State Labor Government and I have been very clear with regard to the buyback. The issue will not be revisited should the Liberal Party and other minor parties defeat the proposed legislation in the Legislative Council, and no further financial payments or assistance to the industry will be considered.

If you want the opportunity to take part in the taxi plate buyback scheme, I would encourage you to contact Members of the Legislative Council in your region to ensure the State Government's proposed legislation is passed.

Yours sincerely

HON RITA SAFFIOTI MLA

MINISTER FOR TRANSPORT

What is wrong with that then? It is a letter clearly outlining the government's position and saying that if the legislation is not passed, the buyback scheme will not go ahead. It could not be clearer. It was an appropriate letter to send, saying that at that stage the Liberal Party was saying that it was going to oppose the legislation and therefore, as we do in a democracy, people should lobby members of Parliament. I know that Legislative Council members may be a bit afraid to receive constituents, but that is part and parcel of democracy. As I said before the break, I do not condone for one minute any harassment or threatening behaviour towards any staff of members of the upper house, but, as we all know, our staff endure abuse from constituents on many matters. It is not acceptable. But I think the member for Hillarys was being mischievous and misleading when he referred to this letter, which clearly states our position. Any government has a right to say, "This is the legislation. If you pass it, it'll happen. If you don't pass it, it won't happen." In that regard, the minister mentioned that opposition members had received some vocal representations from taxi owners, and I am sure they have, but it has not been all negative. The minister has received a number of emails from taxi owners. For instance, this email reads —

Dear Minister Saffioti

I am taxi owner that as recently as 5 years ago entered the taxi industry and purchased a taxi plate. I truly appreciate what this Government is doing for us.

It was my plan for the last 15 years to work hard and be in a position to purchase a plate and work in a industry that was pro social and serving the one's in need and in general the public.

Unfortunately the industry has change and as owners we are truly suffering to meet bank payments or bring home an average income.

I am in contact with a lot of taxi owners and they are all feeling the stress over the uncertainty in the industry.

I will definitely write to my member of parliament, to disregard politics and put the people first.

Once again, Thank you for the effort from your self and the State Government for trying to resolve this uncertainty.

Another letter reads —

As an owner of taxi plates ... I am in favor of the taxi plate buyback scheme. I am currently retired as I am physically unable to work anymore and suffer from Parkinson's disease. The scheme would best suit me and it would assist me and my family financially.

Another email reads —

Goodmorning Minister

As taxi plate owners we are very happy to accept the Buyback that you have proposed which hopefully will be passed.

We are NOT in support of any of the groups within the taxi industry that are objecting. We acknowledge and accept the changes that have occurred. Only this morning Woolworths announced they are trialling shopping scanning your items and paying with your i phone.

Whatever is available customers will always want.

I will be visiting my local member.

Fingers crossd everyone we will accept.

Have a good day.

There are even more. There is a lot of positivity as well, because obviously under the previous government nothing was being done—nothing. It is absurd that the opposition comes into this house, with the mess it created in the industry, and criticises us for having the most comprehensive set of reforms for the taxi and on-demand transport industry in living memory. Of course, the opposition is not opposing this legislation, because it knows it is a good set of reforms.

There were issues raised about consultation. The priority that the minister put to this issue can be ascertained by the fact that one of the first things she did after being sworn in was announce that she was going to have this review consultation process, and thankfully she put me in charge of that process. I thank the minister for giving me that opportunity. I also thank her staff, including David Hay-Hendry, who worked closely with me on this, and all the other staff at the Department of Transport, in particular Paula Tomkins. We engaged in over 60 hours of consultation. May I say that many of the people who came to me said thank goodness they were being heard, because under the previous committee that had been established by the minister of the former government, they thought that the consultation would be driven by Uber and only it was being listened to. We listened to Uber; we had a number of meetings with Uber. We had meetings with taxi plate owners, we had meetings with dispatch services and we had meetings with limousine charter vehicle providers. We had meetings with the whole spectrum of people. The member for Vasse talked about consultation. We had extensive consultation with the regions. There was a meeting on 2 February, which I was not at, but which David Hay-Hendry and people from the department were at. At that meeting were Geraldton Greenough Taxis; Bunbury Taxi Co-Operative; Karratha Dampier Taxis; Chinatown Taxis; Twin City Cabs, Kalgoorlie; Kalgoorlie Taxi Car Owners Co-operative; Albany City Cabs; Amity Taxis; Mandurah Taxis; Broome Taxis; Busselton and Vasse Taxis—did the member for Vasse know about that?—Pearl Town Taxis; Geraldton Associated Taxis; and Derby Taxi Service. That was at that meeting. I went to Bunbury and met with the cooperative there. I had at least a couple of meetings with people from the Mandurah taxi industry and we had another meeting in Minister Saffioti's office with people from Geraldton and a couple of other regional people. To say there was no consultation with the taxi industry in the country is absolutely absurd. As a result of that consultation, member for Vasse, when there was talk about offering an assistance package, they said they did not really care about that. They said they wanted the levy to be removed. That is what they said they wanted. In my meeting in Bunbury they said that is all they wanted. They said they wanted the levy to be removed. The levy does not apply to the regions now. To say that we have not thought about the regions is completely misleading and false. We have thought about the regions. The member for Vasse talked about \$3 000 to put something in a taxi. What was she talking about?

**Ms L. Mettam** interjected.

**Dr A.D. BUTI:** Cameras do not cost \$3 000. A person can get a camera for \$250 to \$500.

**Ms R. Saffioti:** We have changed the style of cameras. You do not need outdoor ones.

**Dr A.D. BUTI:** Yes, we are only prescribing certain standards, not a particular make of camera.

**Ms R. Saffioti:** And not external cameras.

**Dr A.D. BUTI:** We are not prescribing external cameras, so where is the member for Vasse getting her figures for the cost of installing —

**Ms L. Mettam:** From the industry.

**Dr A.D. BUTI:** Maybe the member for Vasse is not being told the truth about that.

I have a bit more to say about the country regions. One of the biggest parts of the reform is that we are removing the mandatory requirement for taxis in country regions to operate 24/7. I did not understand the member for Scarborough. I have to say that as far as a lead contribution on any bill has gone in my nearly eight years in this place, hers would have to be one of the most inept attempts. She had very little knowledge of the bill. She talked about the buyback scheme not coming to place until we had collected the total revenue of \$118 million. That is totally false. We are removing that requirement to operate 24/7. One of the things that the Mandurah taxi people said to us was that it imposed a significant impost on their operations. Some regional taxi operators have opposed removing geographical restrictions, but it is going to be of benefit, because they will be able to move to another region without having all the impost and red tape that would normally go with having to go through an expression of interest without a guarantee that they will be awarded the licence for that region. We are making things more flexible for country operators and reducing some of the mandatory requirements.

I repeat regarding the issue of assistance—possible grants and transitional assistance—that the regional taxi industry advised us that it wanted to be exempted from the levy. I should say that the member for North West Central was good in advocating for this. The member for Bunbury was very, very good in raising the issue of the need to have the levy removed in the regions, so I thank him very much for that.

Let us move to the other contribution, which I thought was a duplicitous, misleading and disgraceful, the one from Telly Savalas, the member for Carine.

**The ACTING SPEAKER (Mr T.J. Healy):** Member, I ask you to refer to him only as the member for Carine.

**Dr A.D. BUTI:** Yes, he is the member for Carine. Let us go back a little bit for the member for Carine to when the previous government was trying to legislate this area. He is on record as saying that he was in favour of the levy. He was also saying, “Let’s just get on with it. Come on, let’s pass the legislation, let’s give some assistance to the taxi plate operators.” What did we have on Thursday? The contribution from the member for Carine was quite disgraceful, if I may say so. He said in part —

We can go backwards and forwards, and we can quote *Hansard*, but do you know what? We are in opposition. Members opposite set up the micro party.

We did not set up the micro party—how absurd. He also said —

People voted for members opposite because they offered them whatever they offered them.

He talked about quoting *Hansard*, but in his contribution last week that is all he did. He was quoting here and was quoting there. He said, “Let’s not play politics”, and then he played politics. He said —

Irrespective of all of that, we need to try to help these people.

That is what this reform package is doing. Later he said —

I received a phone call in my office recently from a gentleman I did not know. He said that he wanted to get in touch with me because he had read my speeches on the taxi debate in *Hansard* and he thought we might be able to help him. He wrote in his email, which I received on 10 September — ...

He quoted the email, which said that the person was frustrated et cetera. Then the email said —

Of further concern, is that I have been denied a meeting with the Transport Minister ... following the issue of the government’s buyback offer. I then proceeded to contact Mr Tony Buti who had been assisting the Transport Minister, however, I was advised by his office that he was no longer involved in the taxi review following the issue of the buy back offer and that he would not meet with me.

I will tell members what happened. Anyone who contacted my office about this matter was referred to the minister’s office and we arranged meetings through her office. I was doing this not as the local member for Armadale, but as the minister’s representative in the consultation process. When I tried to pick the member for Carine up on this, he said —

I did not mislead. I read an email from a constituent. I am not saying that these facts are accurate. I am saying that someone sent me an email, whom I do not know, as people do.

Do members not think that we have an obligation before we read things into *Hansard* to check whether they are correct? I receive many, many emails—I am sure we all do—and I try to verify them before I quote and cite them in this house. Taxi owners have told us that the member for Carine has been promising them a few things. He had better be very careful how he plays this. I can tell members one thing: throughout the 60-odd hours of consultation, I and Dave Hay-Hendry from the Minister for Transport's office did not promise any monetary amount. Some taxi plate owners quoted figures that they thought we should agree to but at that stage we said that we were not in a position to quote, cite or promise any amount of money involved in the buyback scheme. I know that the member for Carine has been promising taxi plate owners a few things.

In her contribution last week, the member for Scarborough said, "This levy is setting a precedent". Has she heard about the Australian dairy milk levy that was instigated? What about what was given to the Western Australian potato industry? I think her government provided \$12 million directly to the growers. She should not come into this house and say that we have set a precedent when her government set one. In one breath the opposition is saying that we are not giving taxi plate owners enough and in the next they say that we should not have a levy. How are we supposed to fund it? I presume that the members for Scarborough and Hillarys and others think that it should come out of consolidated revenue. No wonder the debt problem in this state was so bad after their eight and a half years in government. It is really interesting that opposition members talk about the buyback scheme not being of a sufficient amount and always refer to the \$100 000 mark. Not everyone will receive \$100 000; some will receive more. We estimate that around 72 per cent will receive the minimum amount of \$100 000 and that 27 per cent will receive above the \$100 000 mark. For instance, if a person purchased their plate in February 2014 just before Uber came into the market, they are set to receive—it will depend on an individual's particular circumstances—around \$243 000. But, of course, the member for Scarborough and the member for Carine kept quoting \$100 000, not that there are others who will receive a lot more.

Let us compare this scheme with the schemes in other parts of Australia. Members opposite said that this levy is much more than what has been imposed in Victoria, New South Wales et cetera. But before I mention that, I know that many seniors in Armadale walk to the shopping centre to do their grocery shopping; and, of course, because they cannot walk home with their shopping bags, they get a taxi. Their journey is a short journey so imposing a levy rather than imposing a flat rate of \$1 or \$2 will be a lesser impost. Let me compare the scheme in Western Australia with the schemes in other jurisdictions. In South Australia, there is no buyback scheme. Taxi licence holders can receive up to \$30 000, or \$50 a week, in compensation for a maximum of 11 months. In Victoria, taxi plate owners can get \$100 000 for the first licence and \$50 000 for a subsequent second, third and fourth licence. We have not imposed any limitation on the number of plates a person can claim in the buyback scheme. The levy in Victoria is expected to continue for 10 years. In New South Wales, \$20 000 payments are eligible for ordinary transferable taxi licences and up to \$10 million is available for additional assistance for eligible hire car licence holders. A \$1 per passenger service levy applies but there is no buyback scheme.

People can look at the buyback scheme in a couple of ways—as compensation or the purchasing of property. If people see it as straight-out compensation, it is the most generous compensation scheme in Australia. But if they look at it as just property rights, the market value of those taxi plates now is less than \$100 000. At the most, the most positive quote is about \$80 000, if someone is lucky. Even if someone receives the minimum \$100 000, they would be getting more than what they would get if they sold it on the open market. Although all the attention has been on the 10 per cent levy, we are engaging in significant reform of the taxi and on-demand industry to make it more flexible, sustainable and efficient into the future.

I know the member for Dawesville is a great supporter of Uber. My children are also great supporters of Uber. The general public are also great supporters of Uber, which is why it has been very successful. That is great, but there will be always be a small number of people who will never be able to use Uber, such as my 82-year-old mother, because they do not have an iPhone. We need a sustainable taxi industry. Our reforms will allow the taxi industry to compete—it is never going to be equal—on a more level playing field than is the situation now. These reforms are much needed, ambitious and sensible and they have been arrived at after consultation with the industry and a phenomenal amount of work by the department and the minister's office. For anyone on the other side to talk about amendments or not supporting this legislation when they were the ones who allowed the industry to be driven into a parlous state is the height of hypocrisy.

There are many more things I would love to say but, of course, the Minister for Transport will address certain issues, and I am sure that many of the issues raised by the opposition will be answered during consideration in detail. Members opposite do not have a leg to stand on; and, in any case, they are divided on this issue. This is good reform—support it. The industry as a whole supports it. It was a Liberal government that placed taxi plate owners in the financial state that they are in at the moment. This is the most generous buyback scheme in Australia. It is a most ambitious and forward moving set of reforms of the taxi and on-demand transport industry in Australia and the people who benefit will be the customers. The 10 per cent levy is expected to be in place for three to four years.



**MR C.J. TALLENTIRE (Thornlie — Parliamentary Secretary)** [7.27 pm ]: I am very pleased to rise to speak during the cognate debate of the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. Let me begin by offering my congratulations to the Minister for Transport, the member for Armadale and their staff on the excellent work they have done. They were, indeed, faced with a very challenging situation that was not of this government's making. This is a situation that we inherited and that we face because of so-called disruptive technology—the disruptive arrival of Uber—and the failure of the previous government to control the arrival of Uber's on-demand transit passenger service. We have managed to come up with legislation that I think weighs up all the issues and delivers a very reasonable outcome. I again offer my congratulations to the minister, the member for Armadale and all the people who worked so hard to support them.

I know that the people who work in the taxi industry unit in the Department of Transport—I think that is its correct title—felt liberated by the arrival of the McGowan government because they had a very difficult task under the previous government. They were despised by the many taxidriviers who contacted them to find out what their rights were and what the situation was. Every phone call that the unit took was an unpleasant experience. In this process, the unit could, first of all, listen to people and take on board their concerns, and then put them to the minister and the member for Armadale, who properly considered them. I think seeing those observations become assimilated into the solution that is now in the legislation before us was also a very positive experience for the unit.

As I said, when Uber arrived in 2014, this disruption to our taxi industry arrived. I hear people say that taxidriviers should have been scanning the horizon and as small business owners they should have been looking to see what sorts of threats to their business might be out there. However, I do not think it is reasonable to expect the average person going into small business, who had paid for a taxi plate that was backed by the state government, to imagine that their investment could suddenly be so dramatically devalued. They would have quite reasonably expected that a taxi plate backed by the state government would in some way protect them from other people coming in, not paying for a taxi plate and effectively providing the same service. That was a reasonable expectation.

It is true that in some sectors various businesspeople have to be scanning the horizon and looking for new technologies that might arise and consider how that could totally change the SWOT—strengths, weaknesses, opportunities, threats—analysis of their business. I do not think it was reasonable to expect the taxi industry to do the SWOT analysis in the same way and see the threat of Uber coming up. It was not reasonable, because taxi plate owners understood the industry to be backed by the government because it was involved in the issuing of plates. Even if they bought a plate from a third party at some stage, there was still that element of the government backing it.

My constituent Jaswant Gill is a gentleman who was originally from the Punjab, but he is now one of my Maddington residents and he is very proud to be in small business and to be a taxidriver. I think he paid around \$240 000 for his taxi plate in very early 2014. He really thought that he was investing in a career and a business opportunity that he could rely on for an income to get his young family established and to get his kids through school. He thought it would see his family well into the future. It has been an amazing shock and a very stressful time for him to go through all this. Jaswant, his family and many like him are seeing the light at the end of the tunnel. The taxi industry and indeed the on-demand industry, thanks to this legislation, has a clarity about it now. A future is out there. There are certainly some challenges and I will get to some of those, but it is nice to feel that when I talk to people such as Jaswant, they are feeling much more optimistic about the future. They realise that they have been providing an important service. They mention to me that there is a problem with too many taxis on the road at different times, and too many Uber drivers as well.

It is important to say this about Uber: it seems to operate on a burn-and-churn business model. It is quite happy for people to start driving for Uber with lots of enthusiasm, thinking that it will be a nice way to top up their current income or perhaps to provide an alternative income or a way back into the workforce. But the reality is that Uber drivers very quickly find that 30 per cent of each and every fare goes to Uber—the driver does not get it—and they soon find that a remarkably hefty impost on their earnings. They also have to look at the wear and tear on their vehicles and all the other challenges that any taxi or on-demand driver would face with the less-than-sociable hours that they have to work and the poor state of some of the patrons with whom they have to deal, such as people who are sometimes drunk and abusive. That is the lot of a taxidriver or an on-demand service provider from time to time. It is one of the challenges that they face. We have to face and be aware of the burn and churn of the Uber business model. Being an Uber driver is not a particularly lucrative business to be in. Maybe in time we will see that people get that message and Uber will have challenges with recruiting enough people to be Uber drivers. I suppose then they will change the current percentage that it imposes on drivers with each and every fare.

My real concern has been with the taxidriviers. I am a regular taxi user. I will go home by taxi tonight, and I am always impressed by the taxidriviers' life stories. They have faced very interesting challenges. This is prior to 2014 and the advent of Uber. Taxidriviers have very interesting life stories. They pay pretty hefty costs, such as \$2 000 to \$3 000 a year for registration, whereas an Uber driver in a normal vehicle pays about only \$700. That is just on the registration. The insurance situation is also quite different. A taxidriver will pay about \$135 a week to the dispatch service, such as Swan Taxis or Black & White Cabs. That is probably more reasonable when we compare that with the 30 per cent that the Uber company charges. We have heard all the stuff about Uber and the amount of tax it does

or does not pay in Australia. We know that this is a very ruthless company and I personally feel particularly resentful about the way it arrived in Australia and effectively bullied its way in. The Barnett government of the time allowed Uber to bully its way in. We could have done far more. We have seen that around the world.

Other jurisdictions were, and still are, much more rigorous about how they allow Uber to behave and indeed, in some cases, they managed not to allow it to enter into their markets. Other jurisdictions realise the importance of a respected taxidriver service, especially in tourism. The tourism sector really depends on a good-quality taxidriver service. People look to taxidrivers for tips and bits of advice, local information or an update on what is going on in the city. Sometimes in reports from foreign correspondents, they say that they got their latest bit of advice from a taxidriver. It is not unusual to hear that. It is quite amazing that someone who is paid by an international media outlet to be a foreign correspondent would say such a thing, but I hear them say that they get their insights into the latest political developments in a country from the taxidriver whom they talk to when travelling from the airport to their hotel. That sometimes comes up.

The failure of the Barnett government to control Uber's entry into the market really did undermine the confidence of many going into the industry. I think it led to a lot of people getting out of the industry. I do not think one of my constituents, Mr Graeme Landquist, is particularly satisfied with the payout. I have mentioned him in this place before; he and his family have held plates for many years. He will get the buyback offer of around \$100 000. I suspect Graeme is not happy and would have preferred much more because in Graeme's eyes that asset had perhaps increased in value. However, I think he needs to realise that \$100 000 is better than what might have been the case and certainly better than the \$20 000 on offer under the previous government. That is certainly a turnaround.

Regarding the formula that is being used—it is a sign of one of the great merits of the system the McGowan government has developed—people who bought a plate in more recent times, at a time of very high market value, will get a buyback offer at a much higher price. The member for Armadale went through the estimated percentages on this. I think in the 20 per cent range will receive —

**Ms R. Saffioti:** It's 28 per cent more than the minimum.

**Mr C.J. TALLENTIRE:** Twenty-eight per cent will receive significantly more than \$100 000. In some cases, I guess it will approach the \$200 000 mark. I think it is a very clever part of the design of this system. That is a great strength of the system. That the levy will be collected from the on-demand booking services is a very sensible idea. As I say, I will catch a taxi home tonight. Normally, my fare is around the \$38 to \$42 mark and I am perfectly happy to pay either the 10 per cent or \$10, whichever is the lowest of these two. It is a perfectly reasonable contribution to make towards this buyback scheme. I am very happy about that.

This issue is something that, obviously, we could have let go, as the previous government had done. We could have avoided this issue altogether but we made commitments in the lead-up to the election and I think we are honouring those in a very sensible way. I think of people like Mohammed Boksmati, who, with his wife, invested in six taxi plates. The news for them I think is a remarkable improvement on what might have been on offer. I think they would be much relieved at the situation now before them.

I am very pleased to support this legislation. I think people who use taxis can be confident that we will continue to have a quality service. I think there is a lot of truth in the view around the chamber that the industry is improving itself with the quality of vehicles and the ability to use an app, whether we are calling a taxi or an Uber. They are innovations and improvements to the quality of taxi services that are most welcome. I think especially of the safety issue. This is one that I think will push a lot of people towards using a proper taxi because I think the safety elements there will always be much higher. The knowledge that the driver is someone who is properly registered and that their vehicle contains cameras will provide a degree of confidence to a lot of users. It will let them know that they are with a service that is properly run and subject to the proper oversight that people expect. In contrast, the Uber model relies on the rating of the app and whether the driver was a pleasant person and their vehicle was clean. That is an interesting comparison. The registration that we have through the taxi industry or the use of apps will always have a question mark about how reliable that rating through apps and things is as a means of guaranteeing the safety and reliability of someone. That safety aspect is important and I note that it is an important feature of the legislation.

I am very happy to commend this bill to the house. Again, my congratulations to the minister and the member for Armadale on dealing with such a complex situation and delivering such a comprehensive result.

**MR S.J. PRICE (Forrestfield)** [7.45 pm]: I, too, am pleased to rise to contribute to the debate on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018 cognate debate. This is a very complex area and I would certainly like to start by congratulating the minister and the member for Armadale for the amount of work they have put into bringing this situation to a resolution. Like all complex situations, not everyone will be happy with the outcome but it is certainly a much better outcome than what was previously on offer. I once again wish to commend and congratulate both the minister and the member for Armadale and the staff who supported them through this. As we heard from the member for Armadale, over 60 hours of consultation was undertaken to develop these bills that we are now debating. It is no small feat to undertake such a broad range of consultation across such a broad spectrum of areas. As we heard, a significant

amount of time was put into understanding the regions' concerns. As the McGowan government does, it consults and listens and makes the appropriate changes to try to address people's concerns and we have done that by ensuring that the levy does not apply to the regions.

I would like to thank the member for Armadale, you Mr Speaker (Mr T.J. Healy) as the member for Southern River, and the member for Thornlie, for their contributions so far and those from the other side. It is interesting to hear some of the perspectives from the opposition regarding this bill and how we ended up in the situation in which we find ourselves. I would like to touch on a couple of points that were raised in the explanatory memorandum regarding these bills. The first sentence in the explanatory memorandum highlights their importance. It reads —

Safe, accessible and efficient transport services are critical to the economic and social prosperity of Western Australia.

It goes on to say —

The road passenger transport service industry, which involves the transport of passengers by motor vehicle for hire or reward, plays a key role in Western Australia's transport system, moving people throughout the State for business, private or social travel.

It is such a key element of our economy that it deserved a lot more attention than it received from the previous government to try to alleviate the situation that taxidriviers found themselves in as a result of a bit of inertia and lack of dealing with this situation at the earliest possible convenience. The explanatory memorandum goes on to say —

The existing legislative framework is unable to regulate the road passenger transport industry as it stands today, in a way that provides flexibility, whilst ensuring a clear chain of accountability and an equal playing field where appropriate.

A key aspect of the situation we find ourselves in is that level playing field. When Uber came onto the scene it was not dealt with as it should have been at the time and therefore we ended up with an uneven playing field in one industry. I will touch on that a bit later. As we are aware, the essential elements of these two pieces of legislation is to deregulate the industry and to allow for different modes of transport within the passenger transport industry and to instigate a buyback scheme through the introduction of a levy to fund that. The opposition made much of our election commitments. Our election commitments were very clear: if we formed government, we would deal with this situation through an industry-funded buyback scheme. No ifs or buts; there was nothing sneaky about that whatsoever. That is what we said we would do and that is what we are doing. We have taken a reasonable approach to funding that scheme. To impose a levy of 10 per cent, or a maximum of \$10 a trip, to fund the purchase of the plates is the most equitable way of addressing the situation that we find ourselves in. On top of that, we have also listened to people's concerns, listened to the taxi plate owners' concerns, and instigated a method of buyback that tries to take into account individual circumstances and accommodate the different times that owners bought into the taxi industry and the situation prior to the introduction of Uber. Hence the formula that will be applied will have a varying impact on taxi plate values depending on the situation of individual owners. As the member for Armadale alluded, 72 per cent of owners will probably get the minimum \$100 000 and the remaining 28 per cent will get above that—potentially up to around \$240 000. That will significantly improve their situation compared with what the previous government put in place for them. On top of that, there is no limitation on the number of plates for which owners can claim. As was mentioned previously, that makes this buyback scheme the most generous in the country.

As we look at the legislation and deal with the situation at hand, I would like to reflect on some of the comments that have been made in this debate, especially from some members of the opposition. The member for South Perth made a very good contribution to this debate. He has always been straight up and down on his position on this legislation. I will quote from the *Hansard* of 13 September when the member for South Perth said —

When we were in government and this issue came up, I recall the member for Carine and I both spoke very strongly in support of a buyback scheme.

...

I support what the government is doing. When the minister introduced these bills, I read the detail. I thought it was a good deal—I really did.

I disagree with the member for South Perth about one particular point, when he goes on to say —

The problem is that no-one saw this coming. Some people say, "They should have seen Uber coming", but I do not believe that—none of us saw Uber coming. It happened so quickly.

I would like to refer to an article from *The West Australian* dated 12 April 2014 written by Kent Acott, which states —

Uber's head of public policy in the Asia-Pacific, Jordan Condo, flew from Hong Kong this week for talks with Transport Minister Dean Nalder and transport officials.

"We have been talking about this since September and I think things are progressing,"...

That was in April 2014, when Mr Condo was referring to the fact that they have been talking about this since September, which would have to be September 2013.

**Mr D.C. Nalder:** I became a minister in March 2014, so it wasn't me.

**Mr S.J. PRICE:** So he was not talking to the former minister beforehand?

**Mr D.C. Nalder:** No.

**Mr S.J. PRICE:** Okay. I will correct that; the former minister spoke to the member only after he became minister. The former government was aware of that. It cannot say that it did not know about it. In addition, the transport minister who took over from the previous transport minister, the now member for Nedlands, said, according to the *Hansard* of Thursday, 13 September —

I am very pleased that we are finally moving forward and that the government has a package that we can move forward to make sure we tidy up the whole industry.

Once again, the subsequent transport minister was supportive of this proposal as well.

I would like to jump back a little. I got a bit mixed up after the interjection from the member for Bateman. The member for South Perth said —

One thing I am not is a hypocrite. I have always supported a taxi plate buy-back. When we lost government, the minister kept making speeches about members on our side who supported the buy-back and I was one of them. If my party had voted against this, I would have voted with the government.

I agree with the member for South Perth; I am sure he would have. We have heard contradicting positions from the opposition on this issue. I have a vague recollection that the Leader of the Opposition made some comments during his speech on the second reading, which are not in *Hansard* any more. He also indicated that the opposition does not support this legislation, yet it will not vote against it; it will let the upper house deal with it. To me, that is not really stating what it wants to do. If the opposition is against it, it should say it is against it, have the vote, show where it really stands and give its members the opportunity to show where they stand as well. Numerous members of the opposition have said that they support this legislation. We have heard an equal number of members say that they do not. As usual, we are a little unsure where the opposition stands on this issue.

The member for Carine, in his second reading contribution on Thursday, 13 September said —

Labor can blame us and say that we did not deal with it in a timely fashion when we were in government. We either ran out of time or we got caught short.

That does not help the taxi industry and the taxi plate owners. An article in *The Australian Financial Review* headed "WA to legalise Uber next year", which appeared on Saturday, 19 December 2015, stated —

Transport Minister Dean Nalder said they include creating —

That was in 2015. That meant that the then government was going to deal with it in 2016, having first heard about it back in 2014. We are still two years down the track. In May 2016 —

**Mr D.C. Nalder:** It is now September 2018. It is 18 months since your election.

**Mr S.J. PRICE:** Yes. The previous government did make some changes. However, they were not substantial enough to deal with the industry in a way that needed to be dealt with. As a result, we still had an uneven playing field that was allowed to continue for at least three to four years before being dealt with now. Part of the issue was the way the government at the time handled it. I will conclude by referencing part of the article written by Daniel Emerson in *The West Australian* on Thursday, 1 September 2016.

**Mrs L.M. Harvey:** Where does he work now?

**Mr S.J. PRICE:** I have no idea. The heading of the article is "Nalder bungling's human cost". I will read the first paragraph. It states —

Could there be any starker illustration of the paralysis of the Barnett Government than its handling of reforms to the taxi industry?

What kind of a mob acknowledges the need for an aid package to compensate an industry for changes it has enacted but fails to have it in place in time for the transition?

That really sums up how it was dealt with and why, when we came to government, one of the minister's first orders of priority was to instigate the handling of this legislation and appoint the member for Armadale to undertake the consultation with the industry to help frame the legislation to deal with what happened previously.

Uber is a juggernaut of a business. It was always going to come to Western Australia. To say that there was no warning or that it caught us by surprise does not really pass the test. At the time, the way it was dealt with, or not dealt with, created a lot of unnecessary angst, pain and heartache within the taxi industry. As such, I am sure that all of us have been spoken to by taxidriviers within our electorates over the years regarding how this has not been

dealt with and how it should be dealt with going forward. Finally, we can say to the industry, “We have consulted, listened and done what we can to take into account all your concerns; here is a package going forward that will help alleviate you and your families’ concerns.” It is now up to members of the opposition to ensure that this legislation is enacted. The government has done its work, consulted and come up with a way forward. It all depends on the passing of this legislation in the other house to enact the levy. If you kill off the levy, you kill off the buyback, and you kill the resolution of this issue and it will carry on.

With that, I commend these bills to the house and, once again, I would like to congratulate the minister, the member for Armadale and everyone else who has worked on this package. It is a very good package going forward and, hopefully, it will deal with a lot of concern from the industry.

**MR D.T. PUNCH (Bunbury)** [8.00 pm]: I rise to make a short contribution in support of the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. I would like to start by acknowledging the work of the Minister for Transport and the member for Armadale, and all the staff who have supported this process, for providing the leadership necessary to bring this legislation to the house. It may not be legislation that pleases everybody but it is a best fit in addressing a legacy of inaction and hand-wringing by members of the previous government when ridesharing rolled into Western Australia back in 2014. It shows the determination of this government to take on the hard issues and work with people to find solutions. Solutions are not easy to find. Like many industries, the taxi sector has had to look fundamental change in the face and come to grips with a new world in which consumers have full knowledge of the market through mobile information apps and high expectations of standards, as well as the inability of existing legislation to deal with this effectively in the interests of both consumers and the industry. This government set about doing exactly what it said it would do prior to the election. On her appointment as minister, the Minister for Transport acted very quickly to start the process of pulling together this legislation.

I will talk a little bit about the regional perspective and, in particular, the Bunbury Taxis Co-operative, which is in my electorate. After 25 years, change is now coming to Bunbury Taxis. For some time, Bunbury Taxis has faced increased competition from a lot of fly-by-nighters who use opportunities on Facebook to slip in a service here and there. More recently, it has also faced competition with the formal arrival and establishment of Uber in Bunbury. Bunbury Taxis has a long history. Some drivers and owners have been in the business for over 25 years and they are passionate about the service that they provide. It is not a big operation. The co-op has 28 licences, owned either by the co-op or its members, four of which are for wheelchair-accessible vehicles. It accepts the Country Age Pension Fuel Cards and taxi user subsidy scheme vouchers to support those who are most vulnerable in our community. It provides a 24-hour on-demand service that is predictable and reliable, available to pensioners and people with disabilities, and it has been doing it for decades. The co-op employs six people in its dispatch centre and, at any one time, there are up to 100 self-employed drivers in Bunbury. I am sure that most regional members will know that story. It is regional people who live locally, live in their community, have a commitment to community and want to give back to it. In many cases, they have invested a lifetime in the industry. I mention all of this because, in being swept along by the change that this government is addressing, we should not forget what we have had. I know many in my community will embrace Uber or similar ridesharing operations but the fact is that the Bunbury Taxis Co-op has been able to provide a 24-hour service on the basis that the busier times offset the quiet times and because it has a commitment to community. The drivers are happy to get out at 3.00 am to pick up an appointment. They provide a local service to meet local needs and employ local people. Ridesharing operations like Uber are not local. I understand that when Uber started up, drivers had to be brought down from Perth to start filling the quotas it was after.

As a Bunbury community, we will need to have regard for how an appropriate level of service, particularly for vulnerable people, can be maintained through local services. This may well mean changes in patterns of usage, but equally, it may mean that taxis as well as non-taxi providers will need to negotiate non-metered fares that are indicative of low-demand periods or obscure trips, but the obligation will be to negotiate those fares in advance with the passengers on a transparent basis. The clock cannot be turned back. New ways of meeting demand will be required but the legislation does allow local taxi operators far more flexibility to offer a diverse range of services to meet the changing needs of the customer and their changing expectations. Flexibility and the ability to adapt are at the core of these reforms. The legislation puts the customer at the centre of the industry and changes the regulatory framework from market control to safety and flexibility. It places a primary duty of care on persons who provide on-demand booking systems to ensure the health and safety of drivers and other persons while engaged in on-demand passenger transport services. It also provides for the health and safety of passengers. That is an important principal, which reflects the overall philosophy of the bills and their shift in focus to safety. Although there might well have been a lot of discussion about buyouts and compensation et cetera, the fundamentals of this legislation go to the heart of safety, flexibility and the development of sustainable passenger transport services into the future.

The bills also facilitate easy entry into the industry for booking services, drivers or vehicle operators and it will ensure that people are held accountable for the safety of their services. It is based on fair, transparent competition

between on-demand passenger services and will ensure rapid adaptation to changing consumer needs and demands. Vehicles designated taxis and with the appropriate licences will have sole access to rank and hail and I welcome the proposed increase in penalties for non-compliance to \$12 000 for an individual and \$60 000 for a body corporate. I look forward to seeing compliance enforced in my electorate.

I am aware of ad hoc rideshare offers being made on Facebook and have reports of people generally cruising around central Bunbury—a lot of people cruise around Bunbury—particularly people offering fee-for-service type arrangements in providing vehicle transport.

**Mr R.R. Whitby** interjected.

**Mr D.T. PUNCH:** Member for Baldvis!

This has no regard for safety or for insurance in the case of an accident and is undermining the market for licensed operators. In the discussions I have had with the minister, the message has been very clear. If non-taxis engage in hailing and pick-up from ranks, they will face significant penalties and there will be a focus on compliance. It is going to be critical that resources are allocated to regional areas to enforce compliance and to prosecute offenders.

I started out by saying that change does not please everybody. There will be a period of adjustment and the industry needs positive leadership to transition to a new regulatory environment given that the operating environment has already changed. Prior to ridesharing operators entering the market, the legislation had given some comfort to operators around notions of certainty and predictability. If there is one thing that social media is teaching us it is that very few things are certain and it means that the old ways are no longer sustainable to meet consumer demand or the ability to regulate markets. This legislation provides a forward direction. It helps to ease the transition for owners of taxi plates and sets out new ground rules for on-demand passenger transport services into the future. It is hard. It is tough. But, as parliamentarians, we need to find the pathway forward, because the industry, drivers and people who use the industry are looking to us for that leadership. That is what the minister and the member for Armadale have done, and that is what is reflected in this bill. I commend it to the house.

**MS J.M. FREEMAN (Mirrabooka)** [8.09 pm]: I, too, rise to address the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018. I congratulate the minister, the member for Armadale and the staff from the department and the minister's office for this piece of legislation, which has been anticipated by taxi drivers in the Mirrabooka electorate, of which there are many. Some say that if one wants a taxi on a Friday, they can be found down at the Mirrabooka mosque. This is certainly something that many members of the community have been raising with me. The buyback scheme and the regulations that will come with it will simplify the licensing regime for the entire industry. In particular, this legislation will ensure that the safety of workers and passengers is paramount. That is welcomed.

I just want to go through a couple of stories of the people who have come into my office and who will be able to have their concerns and difficulties addressed. They have faced uncertainty and cost after buying taxi plates. In some cases, they have been unable to meet their financial situation. In 2015, Sayed paid \$250 000-plus for a restricted licence, just prior to Uber entering the market. He really felt the impact of Uber on the taxi industry. When we wrote to the then transport minister, Dean Nalder, back in 2015 with concerns about the lack of regulation, the reply, not from the minister but from his chief of staff, was that the government welcomed new entrants to the market and deregulation was inevitable. That was not very helpful for someone who had financial commitments that he was having trouble meeting. He also had restricted plates, which made it equally difficult for him.

In 2015, Sheffoo paid \$290 000 for plates, plus stamp duty and transfer fees. She took out a bank loan to buy them. She used to rent the plates; she used to drive for someone else. She was basically put in a situation in which her employer told her that unless she purchased the plates, she would not be able to drive any longer. The person who owned the plates clearly had some idea of what was going on. She was in a situation in which she was forced to work full-time and had difficulty finding other people to work with her. She was under quite serious financial strain and was concerned that her house could be lost, given the amount.

Somo entered into an innovative lease for a London cab, which costs a lot less. When there was an accident and the London cab was no longer usable, he was left paying for the taxi licence without a cab. That caused many difficulties. I understand that that situation will not necessarily be totally addressed by this, but the capacity for someone to become licensed in their own right and able to drive another taxi or get other taxi plates will be welcomed.

Renganathan bought a taxi plate in 2014 for \$290 000, plus he paid stamp duty, transfer fees of \$18 000, car costs of \$25 000 and insurance of \$4 800. Then Uber entered the market and the business collapsed. All these people will welcome this buyback scheme. All these people will have the length of time they have had their taxi plates recognised. All these people will have the hardship that was caused by the Barnett government's inaction recognised by this scheme.

I want to briefly talk about Uber. This disruptive technology has caused much of this problem, yet the then government did not react. In particular, why was this an alternative? Frankly, it makes me question our community. It seems our community has a throwaway mentality when it comes to workers and workers' rights. As a US court said, as much as Uber tries to tell us that it is at the cutting edge of software and we are adopting it, and that this is great and fantastic, it is selling rides. Uber has a responsibility to its drivers and its passengers. It is a responsibility it does not want to take on. It wants to simply reap the profits from what used to be a much more stable passenger travel industry. Uber hides behind the service agreement that it enters into. It argues that it provides the software to allow motor vehicle drivers to connect with members of the public who want a lift, but if this was the case and if it did not believe that it was a major player in the passenger transport system, it would not also be a major player in trying to develop driverless cars so that it can actually take the worker out of the picture. Uber has no interest whatsoever in its drivers. Frankly, I do not think it has much interest in its passengers. Uber will hit up people for extra payments if they drive in high-demand periods, and passengers have to accept that. I think we have to see Uber for what it is, and that is an organisation that simply does not want to service our community; it just wants to profit from our community.

As we know, Uber is an unlimited partnership that is registered in the Netherlands as Uber International Holding BV. It also has a registration in Australia as Uber Pacific Holdings Pty Ltd. The Netherlands holding is solely responsible for the day to day affairs of the company. Currently, the definition of "worker" in the Western Australian Industrial Relations Act 1979 does not appear to cover Uber drivers, although this has not been tested or taken before the Industrial Relations Commission. The Ritter review, of which the member for Forrestfield was very much a part, noted that the definition of "worker" may restrict the capacity even under the Industrial Relations Act. There were submissions that the definition of "employee" be broadened to capture gig economy workers such as Uber drivers. Several of those submissions suggested that this could be achieved by adopting the definition of "worker" in the Workers' Compensation and Injury Management Act. The Ritter review did point out that the threshold issue in terms of coverage of workers in this industry is a constitutional one in terms of the company being incorporated and, therefore, falling under the Fair Work Act. It was indeed tested under the Fair Work Commission in a decision that came out in December 2017. That decision is at odds with a United Kingdom decision in 2016 and various United States decisions, which have found that Uber drivers are indeed workers. It is my belief that they are indeed workers. In fact, the UK Employment Tribunal found in *Aslam v Uber BV* that drivers are employees. However, in the decision of the Fair Work Commission in *Kaseris v Rasier Pacific VOF*, deputy president Gostencnik said that the definition of worker differed from the UK because the definition of "worker" in the UK was broader than in the Fair Work Act. It is important to note that a future British Labour government will give everyone coverage to ensure that such uncertainty would no longer be subject to appeal. The UK Employment Tribunal decision was subject to appeal and Uber lost the appeal, but it is going to further appeal.

I want to say more about workers' rights and their ability to question whether they have been unfairly dismissed. One person I know who was suddenly discontinued as an Uber driver believes that it was because he is of Congolese background and that someone had felt uncomfortable with him in the car and had given a very bad report. Evidence in studies has shown that Uber, even though it says it does not, makes determinations about its drivers based on race and that Uber can in fact be racist in terms of its drivers because those drivers get negative reviews. Also there are some interesting cases currently ongoing about how Uber treats women in the workplace. All of this is at the heart of the ACTU's campaign to change the rules, as those most in need of protection are not able to seek remedy and are left with zero-hour contracts, which may be effective arrangements for Uber but are not for workers. For Australians and Western Australians to have confidence in its future, they need laws that cover them so that they can access redress with an independent umpire that is not bound by restrictive legislation. Jobs need to be secure and to provide a living wage. Indeed, towards the end of deputy president Gostencnik's determination, and despite the fact that he had found it was not an unfair dismissal case because it did not fit within the age-old definition of "contractors", he said —

Perhaps the law of employment will evolve to catch pace with the evolving nature of the digital economy. Perhaps the legislature will develop laws to refine traditional notions of employment or broaden protection to participants in the digital economy.

That is what we should be fighting for—broadening protections for participants in the digital economy. He continues —

But until then, the traditional available tests of employment will continue to be applied.

It is my view that until we broaden and change the rules, people will be unfairly disadvantaged and companies like Uber will exploit them.

**MS M.M. QUIRK (Girrawheen)** [8.23 pm]: I was not going to speak in the second reading debate on the Transport (Road Passenger Services) Bill 2018 and the Transport (Road Passenger Services) Amendment Bill 2018 until I heard a number of opposition members claim that concrete proposals were given to taxidivers prior to the election. I have to say—and I had one constituent who was pressing me very hard for some considerable time asking what the opposition's position was—that we actually went to the election without a firm commitment, other

than we would look at the taxi industry and that we had certain ideas. Figures and so-called quotes were certainly not bandied around. I was at a couple of forums and I certainly did not make any commitment and nor did any of my colleagues. I do not know where that is coming from, but it is highly deceptive, and I have to correct the record.

Members should be mindful that on-demand transport are usually small family-run businesses and prevarication over a number of years has caused great financial hardship for many operators. We are also mindful of the amoral stance taken by the previous government which was selling plates at the same time as it was holding out that they were of value, which they clearly were not. That then placed people in a lot of difficulty. I remember asking the former Minister for Transport when we were in opposition that if he were in his previous position as a bank manager whether he would be prepared to lend money on the basis of those plates. I never got an answer, but I think the actions of the previous government, moving with glacial speed and not being prepared to make a hard decision, very much compounded the problems we are addressing now.

I want to congratulate the Minister for Transport and my colleague the member for Armadale for proposing an integrated system that will not set one sector of the industry against another. Some will be unhappy, but it is the greatest good for the greatest number. It brings the on-demand transport industry into the twenty-first century. Passengers already are noticing improvements in all sectors of the industry and it is getting rid of what are piecemeal and crippling regulations. I am afraid that I have been in this place long enough to remember the former member for Vasse. We spent many hours in this place debating taxidriver conduct. I can only reflect on the irony of that some years later.

The other thing I want to put on record is that disrupters like Uber are cheats and lawbreakers and it should not be able to benefit. It is important, for example, that the levy is applied across the board. It is just not on for it to disrupt the industry and then to expect to get off scot-free. I think that is an issue.

I have two final things I want to say. The first is that I have been approached a number of times by special charter vehicle operators who are very concerned about the 10 per cent ride levy; but I do point out that it is a maximum of \$10. Also there will be distortions if these matters are not addressed across the whole of the industry in each of the sectors of the industry, so it is important that people who use that section of the on-demand transport system get used to it relatively quickly. I know it is not ideal, but it is about making sure that the system is fair and equitable and that some order is created out of what was chaos and inaction.

Finally, I note that on the occasions that I go to the airport and to, I think, terminal 1, which is the Virgin terminal, I have found that the signage for taxis is disgraceful and the taxi rank is quite a long way from the terminal. It is not quite as bad as at Seattle airport, where people have to go up an escalator, across a multistorey car park to the taxi rank on the other side of the road. Having said that, I think more signage will assist not only tourists to Western Australia, but also the drivers. We need to be able to better identify where ranks are and ensure that people are able to access taxis easily.

Can I congratulate the minister on her efforts. As I said, some people will not be happy with the changes, but it is now an integrated system and people are carrying the burden equitably. It will mean that the taxidrivers who have bought plates will get some compensation. It may well not be what the opposition claimed we promised them, but, as I said, I completely refute the assertions the opposition made as to our pre-election promises. I am sure that the government is mindful that these are major changes and that they will be subject to scrutiny while being bedded down. I commend the bill.

**The ACTING SPEAKER (Mr S.J. Price):** Before I give the call to the minister, can I welcome to the Speaker's gallery Mr David Simmons, OAM, former member for Calare and minister in the Hawke and Keating governments. Welcome.

**MS R. SAFFIOTI (West Swan — Minister for Transport)** [8.30 pm] — in reply: I rise to respond to the many comments made by members in this chamber on the Transport (Road Passenger Services) Bill 2018 and Transport (Road Passenger Services) Amendment Bill 2018. I enjoyed the contributions of many and I think this has been quite an interesting debate. This has always been a very interesting debate, because we are really doing pure microeconomic reform, and it is challenging. I am not saying it is easy; it is very, very challenging. I want to go a little bit through the history, refute many of the claims made by the opposition and then respond to the many questions put in this second reading debate. As I said, I enjoyed many of the contributions, particularly from my side, because I think we have engaged and talked about this issue a lot in opposition and now in government. A lot of people have been very, very interested in the debate, particularly the member for Girrawheen, the member for Mirrabooka and the member for Thornlie, who are in the chamber at the moment. We have discussed this issue at length. It was good to hear the comments being made on this side and many of the comments on the other side.

I want to refute some of the outrageous allegations made by the other side. I will go through the history of my involvement in the matter and start with when I became the shadow Minister for Transport. I was approached by a number of taxi plate owners who described what was happening in the market and sought my involvement to assist them in bringing the matter to light. I am going to say that there was not a lot of sympathy for the taxi industry. I knew I was doing this not because it was a popular thing to do, but because I thought it was the right



thing to do. I took up the cause for a particular couple in the northern suburbs and then, of course, other people came to see me. I had numerous meetings and numerous discussions. Some of the allegations made by those opposite are completely false and wrong. They are claiming they were told certain things by a group, and I know which group they are talking about. I can tell members what that group told me. That group told me that the member for Carine thought that the then Minister for Transport, the member for Bateman, was useless and that he could not get reform through. That is what that group told me. It said that the member for Carine was privately giving commitments for a compensation package.

**Mr A. Krsticevic:** Was I really?

**Ms R. SAFFIOTI:** That is what people in the group told me. Is the member for Carine calling them liars?

**Mr A. Krsticevic:** That is not true. They know the truth.

**Ms R. SAFFIOTI:** Is the member for Carine calling them liars?

**Mr A. Krsticevic:** The minister can say what she likes, but they know the truth.

**Ms R. SAFFIOTI:** Yes. They came and said —

**Mr A. Krsticevic:** That is all that matters; they know the truth.

**The ACTING SPEAKER:** Member for Carine!

**Ms R. SAFFIOTI:** They said that the member for Carine was out there battling for them, that he was going to move amendments in this place and he was going to cross the floor and support the Labor opposition. That is what they told me. They said the member for Riverton privately gave commitments to them. They were telling me that the member for Carine would cross the floor and that he was trying to get his side to budge and deliver compensation. That is what they told me.

**Mr A. Krsticevic:** It is important giving compensation.

**Ms R. SAFFIOTI:** Why did the member for Carine not cross the floor like he promised?

**Mr A. Krsticevic:** For what?

**Ms R. SAFFIOTI:** On the discussion we were having on the compensation.

**Mr A. Krsticevic:** Do you mean the \$162 500 you offered them?

**Ms R. SAFFIOTI:** I can tell the member what happened there.

**Mr A. Krsticevic:** You moved the amendment.

**Ms R. SAFFIOTI:** No, people from the group came to me and said this was what the Liberal Party was going to do. It told them that it was going to move an amendment for \$162 000 and that the member for Carine in particular was leading the charge. That is what they told me. What happened? The member of Carine did nothing.

**Mr A. Krsticevic:** They should have told me that.

**Ms R. SAFFIOTI:** Is the member saying that those people were not telling the truth?

**Mr A. Krsticevic:** I do not remember them —

**Ms R. SAFFIOTI:** Were they not telling the truth?

**Mr W.R. Marmion:** Do not put words in his mouth.

**Ms R. SAFFIOTI:** No; I am just asking. Did the member for Carine say that?

**Mr A. Krsticevic:** They know the truth.

**Ms R. SAFFIOTI:** They know the truth. Did the member for Carine say that? Did he privately give commitments? Did he say that the member for Bateman was not doing a good job?

**Mr A. Krsticevic:** No, I did not.

**Ms R. SAFFIOTI:** The member did not; so they were not telling the truth.

**Mr A. Krsticevic:** I can read the member the emails they sent me after my speech, if the minister wants me to.

**The ACTING SPEAKER:** Member for Carine!

**Ms R. SAFFIOTI:** Yes; does the member know what? They can send all the emails they like. Is the member for Carine supporting the bill or not?

**Mr A. Krsticevic:** I can tell you the emails they sent me.

**Ms R. SAFFIOTI:** Is the member for Carine supporting the bill or not?

**Mr A. Krsticevic:** I will read the emails that I sent you.

**Ms R. SAFFIOTI:** Is the member for Carine supporting the bill or not?

**Mr A. Krsticevic:** We are not opposing the bill, are we?

**Ms R. SAFFIOTI:** I do not know what the opposition is doing, because every member stood up and gave a different version of events in their accounts.

**Mr A. Krsticevic:** You are in government; you need to deliver what you promised.

**Ms R. SAFFIOTI:** What did I promise?

**Mr A. Krsticevic:** You ask them that.

**Ms R. SAFFIOTI:** What did the member for Carine promise them? I know what he promised. Let us go through the differing accounts of what the opposition promised or did not promise. We know that the member for Carine was undermining the member for Bateman and all those meetings, saying that the member for Bateman could not deliver a compensation package, but he was there fighting for them. I know that is what people in the group said to me. Did the member for Carine tell them that? Did the member for Carine say that the member for Bateman could not deliver a compensation package—did he?

**Mr A. Krsticevic:** No, I did not say anything about the member for Bateman.

**Ms R. SAFFIOTI:** He did not say anything about the member for Bateman.

**Mr A. Krsticevic:** I just said, “I am here to help.”

**Ms R. SAFFIOTI:** Is that what the member for Carine said—that he was there to help? How did he help them? I remember that the member of Carine stood up and said —

**Mr A. Krsticevic:** You are in government; do not worry about us. We got voted out, do not forget. Do not forget we got voted out. They ran against us.

**The ACTING SPEAKER:** Members!

**Mr A. Krsticevic** interjected.

**The ACTING SPEAKER:** Member for Carine!

**Ms R. SAFFIOTI:** I will read everybody a letter. This is what I wrote to the member for Carine in June 2016. This is from me. I wrote —

Dear Tony

I am writing to you on the important issue of taxi reform in Western Australia.

As you would be aware the Minister has announced a range of reforms to the industry in Western Australia.

A number of taxi plate owners and drivers have expressed directly to me the impact of these reforms on their livelihood and ability to continue to operate their taxi services.

...

The WA Opposition is very keen to secure a better outcome for plate owners. We are keen to work you with to secure that outcome. I did offer a bi-partisan approach to this matter directly to the Minister during the Estimates process, but he did not take it up.

The WA Labor Opposition would like to move some amendments to the Taxi Amendment Bill 2016, but of course we would need the support of Liberal and National Party members to ensure the amendments are successful.

We are considering a number of proposals in relation to proposed amendments, including a proposal to establish an industry funded voluntary buy-back mechanism. It is anticipated the details of this would be developed by the Government through an industry board.

I am very keen to discuss this directly with you and your colleagues.

I sent that to nine or 10 members of the government at the time. This is not an issue that I did not want to be solved. This is a key point. I said to all the taxi plate owners who came to see me that I wanted the government to sort this issue out, because it was very, very hard, and I did not want to potentially win government and have to sort it out. It is so hard. I wanted the former government to sort it out. I wrote to nine or 10 members—those who I was told were sympathetic to the taxi industry—to try to have a bipartisan approach. That is what I did and I did not get any response. I think the member for South Perth discussed it with me a few times in the corridor, but I proactively sought a bipartisan approach, because I think that is the best way for this issue. It is challenging and difficult and there are so many parts of the industry. I want to go through those, because I think there has been a lot of focus on some elements—a group of taxi plate owners. There is another big group that the opposition does not speak to and then there are the drivers themselves. It is often the drivers who are at the bottom of the pecking order and they are the ones who are suffering significantly now. This is all about giving more powers to the drivers and giving them choice in the market, because it is currently very, very limited for them. This is about trying to restructure their whole industry. I know not everyone is happy; I can totally understand that. Of course, everyone will want

more. There has been a lot of focus on the \$100 000, but let us talk about those people who are getting over \$200 000. Let us talk about those people who entered the market in 2014 and 2015 who are the most financially exposed and who will be getting the highest buyback offer. Let us talk about them, because nobody on the other side mentioned them. If members come in here and make allegations about what people told them I gave commitments to, I will tell people what the group said about members opposite, and in particular the member for Carine. They said a lot about the member for Carine and what he had said, how he was undermining the member for Bateman and what commitments he had given. They said it all the time. The member for Bateman stood and —

**Mr A. Krsticevic:** I organised meetings for them with the member for Bateman, rather than undermining him. I said, “I’ll try to open the door so he will speak to you and help.”

**The ACTING SPEAKER (Mr S.J. Price):** Member for Carine!

**Ms R. SAFFIOTI:** The member for Carine tried to open the door so the member for Bateman could speak to them. Then the member for Carine went out and undermined the member for Bateman. He opened the door, had a meeting and then closed the door and he undermined him as he walked back to the car park, because that is the kind of person he is.

**Mr A. Krsticevic:** I don’t think so, but it’s a good story.

**Ms R. SAFFIOTI:** It is a good story?

**Mr A. Krsticevic:** It’s a good story, but it’s not true. I am sure you will embellish it nicely.

**Ms R. SAFFIOTI:** Is it not true? That is what the group told me.

The member for Riverton has a number of taxi plate owners in his electorate. They came to me and said that the member for Riverton really supports them. They said that he will take it up with the member for Bateman and that he really supports them. What did the member for Riverton shout out during the debate? “I promised them nothing!”, the member for Riverton said, even though he was there trying to get their support through the campaign. He said that the reason we could not develop a package is that the opposition was somehow out there disturbing the force. I wrote to the then government and offered a bipartisan approach because, as I said, I did not want this to be an election issue. I did not want to come to government and have to start from scratch, because I knew how complex it was. If the previous government had put together a good package, I would have supported it. That is what I was trying to do. To everybody who came in, I said, “Look, I can try to make this an election issue, but I want to sort it out now”, because every month was hurting the taxidivers. I knew that it would take time to start the process from scratch, because nothing was being done. That is the absolute truth.

I know the group that is upset with me and that most of them were probably traditional Liberal Party supporters, to be honest, and neighbours to some of the members opposite. I know that they are upset, but it does not justify supporting or condoning death threats to my family. We do not support that. Let us have a mature debate about this. As I said, I know not everyone is happy, but we cannot do this in a financially unsustainable way. We could have done the levy in a number of ways, but we chose the method that tried to reduce incidents for the drivers. This is the key point. If the levy was collected by the drivers, a lot of heat would have gone to the drivers. We also want to reduce the administration collection points, so the levy is being collected by the booking service.

I want to go back to what the member for Hillarys said. He said that the Liberal Party promised a compensation package at the election that it would fund from Western Power. That is what he said. He said that the Liberal Party had a commitment at the election —

**Mr P.A. Katsambanis:** The sale of Western Power.

**Ms R. SAFFIOTI:** Yes—the sale of Western Power. Am I correct that the member for Hillarys said that he took to the election a compensation package that would be funded from the sale of Western Power?

**Mr P.A. Katsambanis:** I did not. I was campaigning in my seat.

**Ms R. SAFFIOTI:** The member just said he did. He said that the Liberal Party took a package to the —

**Mr P.A. Katsambanis:** That is what we were discussing with the industry.

**Ms R. SAFFIOTI:** Who was the member talking to?

**Mr P.A. Katsambanis:** You know that. You are playing games now.

**Ms R. SAFFIOTI:** Okay. The Liberal Party told the industry. Now we are getting it. The Liberal Party told the industry that it would have a compensation package funded from the sale of Western Power. That is what the member just said. Who was making the fake promises at the election? It is obviously the Liberal Party.

**Mr P.A. Katsambanis:** Well, have a look at what you have delivered. You have not delivered what you promised.

**Ms R. SAFFIOTI:** What did we promise?

**Mr P.A. Katsambanis:** You promised \$200 000 plus.

**Ms R. SAFFIOTI:** Show me the proof.

**Mr P.A. Katsambanis:** You will get your proof. As I said to you, you were at the Italian Club in late 2016.

**Ms R. SAFFIOTI:** Do you think I stood up and said that everyone is going to get \$200 000? Is that what you think?

**Mr P.A. Katsambanis:** Minimum.

**Ms R. SAFFIOTI:** Is that what I said?

**Mr P.A. Katsambanis:** That is what they went away with. Either they are all lying—every one of those people is lying —

**Ms R. SAFFIOTI:** No, the member for Hillarys missed the key point. Does the member for Hillarys know what that same group said? It said that the member for Carine said that the member for Bateman was useless and that you were designing a package of \$160 000 and you were going to bring an amendment into the lower house. That is what the same group said to me. Is that true?

**Mr P.A. Katsambanis:** Isn't that what you supported?

**Ms R. SAFFIOTI:** Is that not true?

**Mr P.A. Katsambanis:** I don't know.

**Ms R. SAFFIOTI:** Did you bring the package?

**Mr P.A. Katsambanis:** I was not at that meeting. How can I tell you?

**Ms R. SAFFIOTI:** Did you bring the package?

**Mr P.A. Katsambanis:** I don't think the member for Carine was at the meeting where you're verballing him either.

**The ACTING SPEAKER:** Member for Hillarys! Minister, through the Chair, please.

**Ms R. SAFFIOTI:** The same group said that the member for Carine was about to bring in an amendment for \$160 000, so the member for Riverton was supporting a compensation package for plate owners. Leader of the Opposition, were they not telling the truth about that?

**Dr M.D. Nahan:** You're not telling the truth.

**Ms R. SAFFIOTI:** The group said that the member for Riverton supported the taxi industry.

**Dr M.D. Nahan:** This is a place for fiction. You're just making it up.

**Ms R. SAFFIOTI:** Am I? They said you supported —

**Dr M.D. Nahan** interjected.

**The ACTING SPEAKER:** Leader of the Opposition, you cannot just walk in here and start talking. It is not your turn.

**Dr M.D. Nahan:** She is talking to me.

**The ACTING SPEAKER:** The minister is talking. I remind you that you are on three counts, member for Carine and Leader of the Opposition, and two counts for you, member for Hillarys.

**Ms R. SAFFIOTI:** So the same group came and said to me that the member for Carine was giving private commitments and the member for Riverton was giving private commitments about compensation.

**Dr M.D. Nahan:** And they told us that you promised them \$200 000 over and again.

**Ms R. SAFFIOTI:** They only tell the truth when they are talking about me but they don't tell the truth when they're talking about you. Is that how it works?

**Dr M.D. Nahan** interjected.

**Ms R. SAFFIOTI:** I am not taking interjections, Mr Acting Speaker, because I did not interject when they were saying —

**The ACTING SPEAKER:** No interjections. That is true.

**Ms R. SAFFIOTI:** When they were making claims about me, I did not interject.

An opposition member: Yes, you did.

**The ACTING SPEAKER:** Either way, the minister said that she is not taking interjections, so bear that in mind going forward.

**Ms R. SAFFIOTI:** I am not taking interjections because the opposition made some very strong claims and I am outlining what the group told me. The group told me that the member for Riverton and the member for Carine thought the member for Bateman was doing a bad job and did not care about taxi plate owners and that his corporate life made him not understand the plight of small business. That is what they told me those members said about the member for Bateman and I took them at their word. That is what I thought the member for Carine was saying. As I said, I wrote to the then government and asked for a bipartisan approach. None of them replied, except for the member for South Perth.

We will go through it now. We know the member for Hillarys said that the Liberal Party was out there talking to the plate owners, saying that they would deliver a compensation package funded from the sale of Western Power. That is what he said, even though the Leader of the Opposition said, “We promised them nothing.” Again, I am not sure who is telling the truth.

**Mr P.A. Katsambanis:** It was a discussion. You’re allowed to have a chat.

**The ACTING SPEAKER:** Member for Hillarys!

**Ms R. SAFFIOTI:** The member for Hillarys said that he told the plate owners that he was going to deliver a compensation package from the sale of Western Power —

**Mr P.A. Katsambanis:** I did not say that. Now you are verballing me. I clearly did not.

**Ms R. SAFFIOTI:** That is what the member for Hillarys said today. That he —

Several members interjected.

**The ACTING SPEAKER:** Member for Hillarys! Minister for Tourism!

**Ms R. SAFFIOTI:** He said today, just now, that the Liberal Party told industry that it would have a compensation package funded from the sale of Western Power. Like I said, we can go through this the rest of the night, but I want to demonstrate that to come into this place and make false accusations and not outline what that same group told me about members opposite was a big mistake. I will repeat 100 times how you were undermining the member for Bateman when he was —

**Mr P.A. Katsambanis:** Who was?

**Ms R. SAFFIOTI:** The member for Carine was. The member for Carine was undermining —

**Mr A. Krsticevic:** Do you want me to read the email the group sent me?

**The ACTING SPEAKER:** Member for Carine! The minister said that she is not taking interjections.

**Ms R. SAFFIOTI:** The member for Bateman—that is what he said. As I said, we can go through it.

**Mr A. Krsticevic** interjected.

**Ms R. SAFFIOTI:** Does the member know what? The member for Carine can stand up and move an amendment if he wants. That is what the member for Carine said he would do last time. He promised that group last time, when the Liberal Party was in government, that he was working on it and he would get a package and it was all okay. That is what he said.

**Mr A. Krsticevic** interjected.

**Ms R. SAFFIOTI:** Pardon?

**Mr A. Krsticevic** interjected.

**Ms R. SAFFIOTI:** He got them 20 grand. That is a good achievement.

**Mr A. Krsticevic** interjected.

**The ACTING SPEAKER:** Member for Carine!

**Mr A. Krsticevic** interjected.

**The ACTING SPEAKER:** Member for Carine! This is your last chance.

**Ms R. SAFFIOTI:** That is some of the history.

I know it is a challenge for regional WA because of the different styles of businesses set up there. It was difficult during the consultation process because groups had different ideas about going forward. I think the member for Vasse talked about the transition or compensation package. In the meeting in February it was proposed that they could impose the levy with a transition package or not impose the levy. The overwhelming feedback was that they did not want the levy. The National Party engaged positively in a constructive debate.

Several members interjected.

**The ACTING SPEAKER:** Members!

**Ms L. Mettam** interjected.

**The ACTING SPEAKER:** Member for Vasse, thank you for that!

**Ms R. SAFFIOTI:** As I said, the National Party, the member for North West Central and the member for Armadale had a number of discussion points. They sought extra briefings and we gave them to them. Bit by bit the member requested extra briefings.

**Mr P. Papalia** interjected.

**Ms R. SAFFIOTI:** I think the fact that the member sat down in a meeting with me constructively to go through all the components was a good thing.

**Mr P. Papalia:** There was a dispute over who wrote first.

**Ms R. SAFFIOTI:** The member writes a lot of letters but does not ever contribute constructively to debates. I welcome the National Party's constructive and continuing dialogue on this. We will always look at how we can make things better for regional WA. The member for Bunbury and regional Labor members too, of course, raised the issues about the levy in regional WA. As I said, it is very difficult with regional WA because businesses are established differently. Some see it as a huge opportunity because we are really taking away the restrictions and allowing them to compete. It was always an option to do nothing in regional WA, but Uber will be there anyway. Do members know what I mean? It will take all that market anyway, so we have to provide a reform program. I have spoken to my department, even during the dinner break, and we will specifically work with the regional operators through the regional offices because it will be challenging for some and we want to work with them. Our aim is to allow those businesses to continue to operate. It is never anyone's intention not to try to make them continue to be successful, but trying to get a model that works for the individual operations of every regional business has been difficult. There were very strong opinions against that levy. We understood that and that is why we engaged on that.

I will go through the series of questions and seek to answer the questions each member raised. Regarding the cost of administration of the scheme, currently \$1.2 million is required for administration of the buyback and levy and will cover costs such as maintenance of IT required to support the collection of the levy, as well as auditing and monitoring compliance with the levy.

Regarding the time line for the collection of the levy, basically, as soon as the levy is introduced, we will set up the process for the buyback. We are looking at whether we can stage it and allow the hardship cases to come in quickly, but we are going through those models to see how we can make sure that once the levy has been introduced, there will be a time frame within which people can apply and a process will be attached to that. But again, we are seeing what we can do to make it as fast as possible, knowing that we need a proper process. Why is it 10 per cent and not a flat rate? As I said, the flat rate impacts the shorter trips. We found, particularly with ridesharing companies when we talked about compensation, for example, the Ubers were very against the flat levy because they do a lot of short trips. Also, the member for Armadale picked up that a lot of people going to the shops or making shorter trips would be disadvantaged. It is about encouraging more ridesharing for the shorter trips. That is why we are proposing a flat levy.

We can have a debate about the impact on the market implementation of the booking service, but this will be an interesting issue to watch. Ridesharing companies, for example, take a percentage of income from the drivers. One particular ridesharing company moved from, as I recall, 20 to 25 to 27 per cent. It has unilaterally done that and consumers and users do not really understand it. We have always said that if it wants to drop that take from the driver, it could absorb some of that levy. In relation to the taxi industry—this is a key point—because we are in a sense sucking the plate cost out of the market, we will be reducing a lot of those lease costs. For example, if a driver leases a plate only, they pay \$18 000 per annum for the lease costs. By buying back the plates, they are sucking out the per annum lease costs, and that helps drive down costs in the taxi industry. Of course, the levy will be applied over that, but because they are sucking out the lease costs, we can expect that the full impact will not be 10 per cent. That is a different way that the taxi industry can look at it because costs are being sucked out. Ridesharing depends on how the ridesharing company operates. As I said, one ridesharing company increased its take on drivers from 20 to 27 per cent. People do not know that. Those companies could reduce their take from the drivers and therefore help to absorb some of that 10 per cent. I am very keen to see whether we have a more transparent process so that people are aware of the driver's take from the fare. There is a bit of competition out there currently. New entrants have come in and are taking a much lower take from the driver. Commuters do not know that. We are looking at whether it is a possibility, similar to a FuelWatch system, whereby a passenger can check an app or a website and, through a reporting mechanism, see the ridesharing company's take from drivers. It might help people make more informed choices. They might choose a company that is taking less for the company and more for the driver. That is a potential. To clarify that, Uber ridesharing company takes 27 per cent for the company; the rest goes to the driver but there are ways to make that more transparent so that people become more aware of what the driver's take is. That also might help protect drivers and make commuters more informed. We are looking at that as part of our reforms.

**Mr Z.R.F. Kirkup** interjected.

**Ms R. SAFFIOTI:** Yes; I know there is competition between Ola and Uber, and that is centred around what drivers take. It will be interesting to see. Some drivers work for both. If they get the choice of fares, they will take the Ola fare any day because they will get more money. It is an interesting dynamic to watch, but I think providing some transparency so people can understand the drivers' conditions might help people make informed choices. As the member for Dawesville said, it is happening anyway.

I think the member for Scarborough talked about precedents for government assistance. She argued for compensation to be paid to the Scarborough foreshore traders and we gave that. A restructure payment was provided for the potato industry. These things happen. There are precedents. I have outlined how costs will come down, particularly in the taxi industry. In essence—it is hard to describe—we are paying out \$120 million of costs in buying back plates if everyone takes it up. In a sense, we are sucking \$120 million of capital costs out of the market and, of course, we are sucking out the lease costs that come with that so there will be some reduction in costs to the taxi industry.

The legislation does not remove the five-plate cap on taxis. That was done by the former government in 2016. I was asked how long records would need to be kept. It is proposed that booking service providers will be required to keep records for two years, consistent with what has happened in New South Wales and the Australian Capital Territory.

When it comes to regional issues, as I said, it is very difficult to get a package that suits everybody. All drivers are different. Some will see it as an opportunity to help grow their business and insulate them against Uber. Others will not have that opportunity. A significant meeting was held during which we discussed whether people wanted the levy or the package. They definitely said no to the levy, and that is what we went with, together with feedback from the National Party and Country Labor (WA).

The issue of responsibility was raised. In a sense, this is about deregulation, but we are also creating a minimal regulatory framework and a chain of accountability. We are identifying the three key providers in this chain—the booking service, the car and the driver. They are the key elements. There is a chain of accountability; the booking service really becomes a key part in that chain of accountability.

I think the member for Riverton said that this legislation will solidify Uber forever. The reality is—I think we all accept this—that ridesharing technology is here. A few of my members queried whether the former government should have been more aware. We can debate that, but I am more interested in moving on. We have come to the realisation that it is a very popular option for many people. The technology—in particular, the ability to track vehicles so easily—has seen a huge movement towards ridesharing. I agree with the member for South Perth. I have never used Uber, and I have not jumped in one either. I wanted to clarify that. Taxi apps have improved over time, and they will continue to improve. We are getting the boutique and niche deliverers; for example, Shofer delivers a very good service. If we go through all of them, we are seeing a creation of new booking services and new types of taxis in particular. We made a judgement that we cannot turn back the clock. The new entrants were here and they had gained a lot of popular support. They were providing a service and I was not going to try to completely remove that. But I wanted to ensure that we created a level playing field, and that is what this legislation is all about.

The member for North West Central raised issues relating to the definition of “relevant journey”. We might talk about that in consideration in detail. The member for Bateman outlined some of the things that the former government did, which was to reduce the cost of some lease plates to assist with the decline in demand. That is correct. I tried to address the flat rate levy. We could have gone two ways; we went for the percentage. As I said, we did not want to discourage shorter fares. We also wanted to make sure that those who travelled shorter distances were not unfairly impacted. Because of representations from industry, we capped fares at \$10 to make sure that no-one is paying more than \$10 a fare. I think the member for Bateman said that the cost of administering the scheme would outstrip the revenue. We do not think that, particularly the way we are doing it, which is through the booking service providers. This will not apply to plates owned by government. This is not another revenue stream. I can tell members that getting this through the Treasury process was tough. It is a time-limited levy; it will disappear once we collect the revenue that we have paid out.

The member for Carine said that market price should be offered for the plates. Given where the market price is at, he probably would not want to say that again.

When it comes to the buyback scheme, again, we can debate the number, but the opposition did not recognise all of those who will be getting a significant amount, in particular those who bought early. It is a most generous buyback scheme. It is applied per plate. In other states, drivers apply for the first plate and the amount is reduced for the second and third plate. It will be the most generous buyback scheme in the nation. As I said, it does not satisfy everybody and it does not make everybody happy. It has made some people very unhappy. We had to strike a balance between the imposition on commuters and customers and the package for the plate owners, and do it in a financially sustainable way. Some people said that we should have got transport to pay for it. That is really putting the debt onto taxpayers. We could have increased debt to do this but in most industry reforms, we look at industry. It is funded from industry, like the milk reform. It was not so much the same with potatoes, which I think was funded through royalties for regions.

**Mr R.S. Love:** A good National Party policy there at work too.

**Dr A.D. Buti:** That was your policy—industry funded.

A member interjected.

**The ACTING SPEAKER:** Minister, you are out of your seat. You are being disorderly.

**Ms R. SAFFIOTI:** I always talked about reform being industry funded. Reform of such nature is normally industry funded, and that is what happens.

**Mr P.A. Katsambanis:** This is consumer funded.

**Ms R. SAFFIOTI:** This is micro-economic reform. All industry-funded reform is consumer funded, member for Hillarys. The milk levy was paid not by the cows but by the customers who walked into the shop.

**Mr P.A. Katsambanis:** Not industry funded; consumer funded.

**Ms R. SAFFIOTI:** It is the term that is used in economics—“industry funded”.

**Mr P.A. Katsambanis:** No, it's not used in economics; it's used in your voodoo economics.

Several members interjected.

**Ms R. SAFFIOTI:** As I said, the member for Armadale carried out consultation with plate owners. Again, there are always requests to do more, but we tried to get the right balance. I met a lot of taxidrivers before entering government but given my portfolios, I wanted to make sure that the member for Armadale got to carry out the strong interface with the affected industry.

The member for South Perth raised the flat rate levy, which I talked about. The member for Vasse talked about consultation again. Members heard that the member for Armadale consulted extensively; in particular, he made specific efforts in relation to regional stakeholders. Of course, a significant meeting was held in February; we tried to have representatives from all the major taxi groups across the state in one meeting. We got differing views from different groups. That is where we got the feedback that they wanted no levy, and that is what we did. Further changes were made relating to tourism operators and other aspects.

Bus services are not subject to the levy. We made some subsequent changes, which we announced about two months ago, which went through the final different changes, including changes relating to buses. The member for Dawesville went a bit hard at the end. I was not going to refer to his “training of the Uber driver” forum. He said it was great to welcome all potential Uber drivers in Mandurah as it would lead to more jobs, more choice and a great outcome for their town. I was not going to use that but, heck, he went hard. The member for Dawesville becomes a training officer for Uber in his parliamentary time. It is good that he is now concerned about taxis.

Several members interjected.

**Ms R. SAFFIOTI:** He was out there welcoming the Uber drivers, giving them a bit of a pep talk!

Several members interjected.

**Ms R. SAFFIOTI:** He did not mention that today, but he did talk about taxis, which is odd, given he is a training officer for Uber!

Mandurah is difficult. The member for Mandurah is not here, but there is a permeability issue for transport between metropolitan areas and Mandurah. We had to make a decision whether to exclude Mandurah from the levy. The feedback we got was that it is currently very difficult to get taxis to go back and forth, moving in and out of the metropolitan area. They are the challenges, so we came up with a model that shows Mandurah has to have the levy but we are giving specific transition payments to those operators because they are regional operators. Like I said, because they are regional operators, they have to have the levy but will get specific payments. They are not very happy about it, but we are trying to find the right compromise because of the unique situation. I think I addressed many of the issues —

**Mr V.A. Catania:** Regarding regional taxis and cameras, they will have to put in cameras. How much will they be? In the conversations I have had, some say two and a half but I was told by your advisers that they are looking at changing the specs to be able to reduce the price to \$500. Can I just get that clarified for some members here?

**Ms R. SAFFIOTI:** There are a couple of things. Currently, there is a requirement to have external and internal cameras, but that will no longer be the case. A lot of the cost will be removed because there will be no requirement for external cameras. We are also changing the specifications for what people can have. The estimates are from about \$500. We are changing what is required and, as I said, not having external cameras will also reduce costs quite a bit.

Regarding regional operators, it is far harder because of the different arrangements. We are very keen to continue to work with all regional operators. I raised it with my team because every area is bespoke in how they operate with their challenges. We will make these changes over time to make sure we can help regional operators in particular, because I do not want to see good, hardworking businesspeople suffer. There is going to be change and reform but we are very keen to work with industry.

Question put and passed.

Bill (Transport (Road Passenger Services) Bill 2018) read a second time.

Leave denied to proceed forthwith to third reading.



**TRANSPORT (ROAD PASSENGER SERVICES) BILL 2018***Consideration in Detail*

**Clause 1 put and passed.**

**Clause 2: Commencement —**

**Mr W.R. MARMION:** I refer to clause 2(b), which allows for the different sections of the bill to be enacted. Could the minister explain what sections might come in earlier, ahead of other sections, and the rationale behind that?

**Ms R. SAFFIOTI:** The staged commencements of the bill's provisions will be necessary to ensure the industry has time to adjust to the reforms and to enable the necessary supporting systems and subsidiary legislation to be put in place. This will start with the regulation of on-demand booking service providers and the implementation of the on-demand passenger transport levy, followed by the commencement of the buyback once the levy is in place. Part 6 of the bill, which provides for the authorisation of passenger transport vehicles, will commence following the buyback. As part of the buyback, a plate owner's rights to the plate will cease. However, those plates may be used up until the point of buyback to authorise the operation of a vehicle as a taxi by either the plate owner or by another person under an arrangement with the plate owner. To ensure that vehicles equipped as taxis can continue to lawfully operate, part 6 of the bill, along with the repeal of the Taxi Act, will occur immediately following the granting of the buyback payments.

**Mr W.R. MARMION:** I understand that the levy will not come in until 1 January next year, so I understand that the provision is needed, but I am trying to get my head around what happens to the plate in the transition to the buyback scheme. What is the status of the plate once it has been bought back? How does part 6 of the bill relate to that?

**Ms R. SAFFIOTI:** We are giving plate owners the right to continue to have access to their plates. The transition will depend on whether they want to continue to have access to that plate. If they do not, other circumstances would apply regarding where the plate will go, but we are giving plate owners the option to continue with their plates.

**Mr W.R. MARMION:** Could the minister outline what other circumstances might happen with that plate? Also, what might the time line be for those plates?

**Ms R. SAFFIOTI:** Again, it will depend on the individual circumstances. If plate owners do not want to participate or nominate anyone else to participate, that plate will be relinquished. If they do what to participate or nominate someone, that can also be worked through.

**Mr W.R. MARMION:** Just to explore this, does that mean that if a plate owner relinquishes a plate, they will have first dibs on the next phase of using that plate or have the first right of refusal or use of it?

**Ms R. SAFFIOTI:** If a person has a plate, they have an automatic right to the authorisation. There is no cap, so there is going to be no debate about access to the plates. If someone has a plate, they can continue to have that taxi authorisation.

**Mr W.R. MARMION:** Once a person has the payout and then continues with the plate, what will be the normal cost of continuing?

**Ms R. SAFFIOTI:** They will be subject to an annual authorisation fee. We are still working through the final details, but the annual authorisation fee will be approximately \$100. That will not be paid until the transitional period is over as well.

**Mr D.C. NALDER:** I just want to talk about commencement. Clause 2(b) states —

... on a day fixed by proclamation, and different days may be fixed for different provisions.

I am really interested in the commencement of the levy, so that there is some certainty out there. When is it intended that the levy will commence?

**Ms R. SAFFIOTI:** First of all, it will depend on how the legislation goes—that is, when this legislation is actually passed. We have to authorise the relevant booking services and then have the regulations in place. They are working on the regulations now. Everything is being worked on in relation to having the systems ready for the booking service authorisation, but we have to wait until the legislation is passed. We aim to have the booking service authorised by the end of this year, beginning of next year. The actual start date of the levy will depend on what happens with the legislation and how much time we have to get everything in place.

**Mr D.C. NALDER:** We know that it requires the legislation to go through; this whole thing relies on the legislation going through. Assuming that it does go through, I am trying to get an idea of the government's intention. It sounds like the minister is talking about some time in 2019. Does the minister have a sense of when it will be? Will it be the first quarter, the first half or the second half of next year? I would just like to get an understanding of that.

**Ms R. SAFFIOTI:** The first quarter of 2019.

**Mr D.C. NALDER:** So it is the government's intention that the levy on consumers—a 10 per cent additional fare—will commence in the first quarter of 2019. I just seek some clarification: will payments to taxi plate owners not occur until the money has been raised, or will the government make an up-front payment and then recover it? How will that work?

**Ms R. SAFFIOTI:** As soon as the levy is introduced, we will open up the process to taxi plate owners to apply for their payment. There is a one-off impact on the consolidated fund of approximately \$118 million. That is shown in the budget as an expenditure from the CF. That will be collected through the levy over the next four years. That is the rough calculation. I do not have the numbers in front of me, but that is the way it is working.

**Mr D.C. NALDER:** To confirm: is the state actually funding the compensation to the taxis initially, and will it then recuperate it through the increased fare?

**Ms R. SAFFIOTI:** Yes.

**The ACTING SPEAKER:** Member for Bateman, I remind you that we are dealing just with the commencement of the legislation and you should limit your questions to that.

**Mr D.C. NALDER:** Thank you, Madam Acting Speaker. I just draw your attention to clause 2(b), which states —  
the rest of the Act — on a day fixed by proclamation, and different days may be fixed for different provisions.

My question related specifically to that.

**The ACTING SPEAKER:** Except you did not ask that, member.

**Mrs L.M. HARVEY:** The minister said that an automatic authorisation would be granted to certain people who might be in the system. What we are trying to understand is that the government is setting up a completely new system with new regulations, different terms, different categories of licence and different requirements for authorisation for different levels of the industry. I assume—perhaps the minister can explain it to me—that all of that needs to be set up. I expect that existing participants and anyone who wants to participate in the new system will need to apply for licensing and authorisations under the new legislation. Will those applications need to be in before the commencement date for the provisions in the act that allow for the buyback and transition from the existing system to the new licensing system?

**Ms R. SAFFIOTI:** I will go through all three—the booking service, the vehicle and the driver. The booking service will have to be authorised, because that is a key component of the new regime. There will also be a transition period to allow people to transition from the old regulations and legislation to the new legislation. In a sense, vehicles will be automatically authorised under the new system. In some instances there may be alternative vehicles that will need to be authorised for the taxi service, and they will need to be nominated through that process. There are a couple of options there. In relation to the drivers, they will continue. They will have a 12-month transition period to apply for the new style of licence.

**Mrs L.M. HARVEY:** I just want to understand how that might work with the drivers. If they have a licence that might expire in 12 months' time or 10 months' time, at the point of expiry, when they go to renew that driver authorisation, will they then fall into the new regime, or will it switch over once the legislation is assented to?

**Ms R. SAFFIOTI:** We will just prescribe a 12-month period, because that class of licence does not normally have an expiry. We will prescribe a 12-month period in which they have to convert their licences to the new licensing regime.

**Mrs L.M. HARVEY:** On that theme, I am not sure whether the vehicles that are registered to be used as taxis or for other services have an expiration period for that authorisation. Is a similar arrangement going to be in place for them?

**Ms R. SAFFIOTI:** Country taxis and omnibuses have 12-month licences anyway, so they will come up for expiry within that 12-month period. For lease vehicles, it will be on the annual anniversary of their lease payments, so when they would normally be liable for their administration fee. For the owned plates, it will be a prescribed period.

**Mrs L.M. HARVEY:** Obviously, the on-demand passenger booking service is a new category. Can we expect sections relating to that to be proclaimed prior to other sections of the bill?

**Ms R. SAFFIOTI:** Yes.

**Mr V.A. CATANIA:** I want to follow on from what the member for Bateman was asking—that is, when taxis receive their buyback. The minister said that will happen in the first quarter of 2019. If a taxidriver is due the minimum buyback—that is, they have had their plates the longest, since, say, March 2000—and the minister has said that the maximum buyback will be \$100 000, how much will they receive in that buyback in the first quarter of 2019 if this legislation passes within the next three or four weeks?

**Ms R. SAFFIOTI:** To clarify, the levy will be introduced in the first quarter and there will be a period after which the payments will be made. There has to be an application and verification process. That is estimated to potentially

be between one and two months. As I said, we are considering whether we stage that to get some buybacks quicker than others, but we are looking at that. In answer to the member's question, the payments will be made within a period after the levy is introduced and that will be between one and three months.

**The ACTING SPEAKER (Ms M.M. Quirk):** Member for North West Central, before you proceed to ask your questions, can I reiterate that we are dealing with commencement of the legislation and not with when payments will be made. We are dealing with clause 2 at the moment.

**Mr V.A. CATANIA:** If a driver has had their plates the longest, will that payout be made in full when the 10 per cent levy is introduced in the first quarter or will it take three months to go through the process? For example, I could put in an application because I have had my plates since 2000. Is the minister saying that I will get up to a maximum of \$100 000 based on the time I have had the plates? Will I get my \$100 000 in one fell swoop or over time?

**The ACTING SPEAKER:** Minister, before you answer that, the member is not actually asking a question pertinent to clause 2 so you may feel inclined to not answer it at this stage.

**Ms R. SAFFIOTI:** I will answer this, but we can probably move on to the next clause after that. I do not mind. It will be in one fell swoop.

**Mr A. KRSTICEVIC:** With regard to the statement the minister just made, I want to ask a question about the commencement. It is a voluntary buyback. I assume that 100 per cent of people will participate in the voluntary buyback. Is there a difference between the treatment of someone who does not in terms of the commencement of the various clauses? If people do not participate in it, what will the outcome of this voluntary buyback be for them? What is the government offering in the legislation regarding commencement dates or distinctions between those who get an authorised plate and those who do not participate in the voluntary buyback?

**Ms R. SAFFIOTI:** It is voluntary. I understand that some drivers will want to keep their plates and, again, that is fine, but they will still be transitioned because the concept of privately owned plates will in a sense disappear and they will be subject to the annual authorisation. They can still have their plate but they will be transitioned. That is what will happen. Of course, the market can potentially change for them too. It is voluntary. We will not be compulsorily acquiring anyone's plates.

**Mr A. KRSTICEVIC:** In terms of the commencement I think the minister said that the authorised plates will be \$100 a year. Can the minister issue as many of those as she likes after 12 months? When the minister talks about the voluntary buyback and the commencement, I assume that the minister is saying that the plates that people hold onto will have the same value as the authorised plates in the same service that they provide. There will be no difference. I am trying to think about their value. Plates will be worth nothing if drivers hold onto them and do not participate in the voluntary buyback.

**Ms R. SAFFIOTI:** Yes.

**Mrs L.M. HARVEY:** Some plate owners own multiple taxi plates. If it is a staged buyback scheme, will they have the opportunity to receive the funds for their plates staggered over time? There could be a capital gains tax incentive for some individuals to game the system and to have the payments staggered over the end of a financial year, for example. Will individuals who own multiple plates have to apply for a buyback in one hit or can their application be considered in a staged fashion as the minister mentioned?

**The ACTING SPEAKER:** Member, that has nothing to do with clause 2. Minister, I direct that you do not need to answer it.

**Mr D.C. NALDER:** I think sometimes we can deal with some questions earlier; it means they do not get answered later. It is up to the minister.

**The ACTING SPEAKER:** Alternatively, we can deal with them, member, at the clause that is relevant.

**Mr D.C. NALDER:** I refer specifically to clause 2(b), which states —

(b) the rest of the Act—on a day fixed by proclamation, and different days may be fixed for different provisions.

I am seeking clarity from the minister. Can the minister provide examples of what can be deferred? I assume the levy is one example. That is my interpretation, but I would like to understand what is captured by that because it sounds as though just about any provision can be set at a different date in the future when most legislation gets enacted on proclamation. I think it would be great for the chamber to understand all the provisions that are likely to be deferred from proclamation as a result of this legislation.

**Ms R. SAFFIOTI:** By way of example, it would be booking service levy first, vehicle authorisation next, and drivers last. That is the concept, because the drivers' changes are not as dramatic as the other changes. It would be a staged implementation, so people can adapt to the different changes in the different sectors of the industry over a period of time rather than try to put it all on the market at the same time.

**Mr D.C. NALDER:** If I am right, are there only three provisions that would be delayed by implementation?

**Ms R. Saffioti:** I was just pulling that out by way of example.

**Mr D.C. NALDER:** Can I finish? The minister mentioned the booking service. I would like to understand what they will be and if there will be any more. This is important because otherwise we will have to delve into every part of the legislation to see whether something is going to be done at proclamation or at a later date.

**Ms R. SAFFIOTI:** I will have that written down because it is quite a long list. This is just stage 1. Stage 1 will be parts 1, general; part 2, the safety duties; and part 3, the booking service. This is just stage 1. The next will be part 7, information sharing, to allow the department to collect the information required; part 8, enforcement; and part 9, levy. That is stage 1. What I might do, because it will be easier, is get this written out for the member for Bateman and give it to him later. That might be easier than going through it right now.

**Mr D.C. NALDER:** I would be happy with that if the minister could, but essentially they are provisions for implementation, and it is about the different elements of it rolling out. We will get to a levy for one of them, and payments for another. The timing is around when they become effective from this legislation.

**Ms R. SAFFIOTI:** Yes, I think because the changes are so fundamental to the entire industry, the idea is that there are different changes affecting different parts of the booking service, the vehicle and the driver. All of this is looking through the triangle of booking service, vehicle and driver, and that is where we have tried to create the strong clarification of chain of responsibility and key players in the industry. That is why the whole legislation is focused on those three key elements.

#### **Clause put and passed.**

#### **Clause 3: Objects of Act —**

**Mr L.M. HARVEY:** Under “Objects of the Act”, I refer the minister to clauses 3(c) and (d). Subclause (c) states —  
to provide for an industry-funded buyback scheme for owners of taxi plates ...

Subclause (d) states —

to provide for adjustment assistance grants for certain country taxi-car licensees ... in the Mandurah and Murray local government districts.

Obviously, once the buyback scheme has been finalised and the levy becomes redundant, these objects will no longer be relevant. I am just questioning whether we expect legislative amendment to remove these objects of the act when the buyback scheme and the levy are finalised.

**Ms R. SAFFIOTI:** The technical term is “spent provision”, which is a new one. The provision might be reviewed later as part of the red tape reduction and obsolete legislation work that is done, but currently we need it. It may be reviewed later.

**Mr W.R. MARMION:** I have a question about the objects of the bill. I guess it is a comment on an object that I thought should be there but is not. The minister might explain why. One objective would be that we do not want the situation now to be reproduced; that is, there is a new scheme but taxi plates would be worth something and we then end up getting a market value. I would have thought an objective would be to make sure that does not happen. Is there a mechanism in the bill to make sure that does not happen?

**Ms R. SAFFIOTI:** There is a specific provision, which we will get to, at clause 289, which refers to future compensation not being payable. More generally, because there are annual authorisations, they are not perpetual licences in any way shape or form. They have no value and they are not transferable and we do not believe the same situation would arise.

**Mr W.R. MARMION:** That is a good answer, but the way it could be manipulated is through the transfer, which is the point the minister made. If a person has a licence, is there a mechanism by which they can nominate someone, such as a relative or their son to keep the licence in the family, or, once a person owns a licence, is there no way it can be transferred with some consent of the owner?

**Ms R. SAFFIOTI:** A current plate owner can nominate a different vehicle to have authorised, but they cannot nominate a different person. We do not see the problem that the member highlighted arising. One of the interesting discussions was whether there should be a cap on taxi licences. That was one of those deep discussions we had over many meetings. We want to make sure that the market is big enough for the existing taxi industry, and we do not want to create another situation by virtue of a cap not allowing the taxi industry to compete with the on-demand providers. It was an interesting debate. We are going to see how we go with how the market operates. I think the whole question of capping is something we avoided so we do not re-create some of the issues of the past. I can understand that there is concern in the industry about the volume of work and how it is distributed, but it comes back to the drivers. This is why the drivers have the ability to operate under a number of booking services. That gives them a bit more flexibility than they had in some instances. We are progressively seeing drivers operate for a number of dispatch services.

**Mr V.A. CATANIA:** I refer to clause 3(b), which states —

to enable the development and operation of innovative and accessible road passenger transport services that contribute to the mobility and safety of the people of Western Australia ...

The minister's second reading speech brought up the costs to regions, and one of the reasons we support this legislation is to ensure that regional taxis will not be worse off. There is the issue of regional taxis having to put cameras in. Exorbitant costs have been associated with that in the past for those taxi owners. I see taxis putting in cameras as a source of great safety and a benefit to the community in regional Western Australia. Can the minister explain the costs? The minister, her advisers and the member for Armadale have said that specifications of cameras would be changed so the expensive burden of \$2 500 to \$3 000 to install them could be reduced. I have been told that it will cost \$500 for regional taxi owners to put cameras in. Can the minister explain that change in specifications to reduce the cost from that significant amount of \$2 500 or \$3 000 to \$500?

**Ms R. SAFFIOTI:** There will be a couple of key changes. Previously, there was to be specification for the type of camera and, as I have said, there used to have to be internal and external cameras. We are specifying an output specifying the type of vision that taxis should have and the operator can basically install the camera they choose to get that output. The advice I have is that \$500 would be about the price required to deliver the output of the vision required. We are not specifying the type of camera, but just the type of vision and storage required.

**Mr V.A. CATANIA:** Clause 3(b) refers to accessible road passenger transport services and mobility of people. One of the other issues we have raised in the past is the royalties for regions Country Age Pension Fuel Card. We want to maintain that with regional taxis. It was \$575 and I think the government has capped it. We sought an increase, but the government capped it. The card is there because Perth transport has been subsidised with a hell of a lot of money, \$1 billion a year. As a way of giving back to the pensioners, the National Party came up with the policy for the Country Age Pension Fuel Card. Can it still be used in taxis in regional Western Australia or the whole of Western Australia? A problem when we were in government was use of the card for charter vehicles. For example, in Exmouth and Onslow there is no taxi operator. There is a charter operator under the banner of Exmouth and Onslow taxis. The issue that seniors have there is that they cannot use their Country Age Pension Fuel Card because the charter vehicles have only general EFTPOS machines and they are unable to utilise them. Since this is an issue and since the passenger transport industry is being deregulated, if you like, will the minister look at or make moves to try to get that fuel card utilised in charter vehicles and perhaps even in Uber vehicles as Uber comes into regional Western Australia? Is there an opportunity to make sure that that fuel card can be used in those vehicles?

**Ms R. SAFFIOTI:** Definitely. I think the member raised that with my officers, too. I will be talking to the Minister for Regional Development, who administers the royalties for regions fund. I am acting Minister for Regional Development, so I could make the decision around that! I will definitely talk to Hon Alannah MacTiernan to see how we can do that. Given that we are deregulating forms of transport, it would make sense to look at what the member has suggested. We may be able to do that and have some resolution before the legislation hits the upper house.

**Mr D.C. NALDER:** I refer to paragraph (c) under "Objects of Act" and the buyback scheme for owners of taxi plates. This relates a bit to what the minister said about commencement and payment. Did I hear that the pool size is \$118 million and that is the total amount, or is that just to get it started and things will accumulate and, therefore, more than the \$118 million will be paid out?

**Ms R. SAFFIOTI:** That is the estimate for the total buyback.

**Mr D.C. NALDER:** I am confirming that there are 1 035 taxi plates, so that means that the average payout would be about \$114 000 a taxi plate. Is that the anticipated payout for a taxi plate?

**Ms R. SAFFIOTI:** Yes.

**Mr Z.R.F. KIRKUP:** Paragraph (d) of this clause refers to the Murray and Mandurah districts. We have already canvassed the Mandurah issue and I appreciate that. I understand that as part of that the minister has said it provides adjustment assistance grants for certain country taxi-car licensees operating in the area. Can I have an understanding of what "certain" ones might be?

**Ms R. SAFFIOTI:** I think "certain" is there to try to ensure that temporary or substitute licences are not compensated. That is why the drafter put "certain" there.

**Mr Z.R.F. KIRKUP:** Do we have an understanding of what the amount would be for these adjustment grants?

**Ms R. SAFFIOTI:** It is \$10 000 per licence.

**Mr D.C. NALDER:** Paragraph (c) refers to an industry-funded buyback scheme. How does it relate, or does it relate, to the payments that have been made in the past? There have already been payments, such as the \$20 000 a licence, and there has been the potential for hardship grants. I am trying to understand whether those things that have already been done with the industry a couple of years ago apply in paragraph (c).

**Ms R. SAFFIOTI:** The hardship payment amount will be deducted. When all the plate owners got their letters, they were advised of the expected payment and the hardship payments were deducted from the total payment.

**Mr D.C. NALDER:** Is the minister considering the hardship payment the 20 grand? There was an additional so many million there for people who applied at the time for a hardship payment. Then there is the 20 grand that they were given. In the calculations later, is that 20 grand then deducted or does that have nothing to do with the determination?

**Ms R. SAFFIOTI:** The 20 grand is not included in the \$118 000.

**Mr D.C. NALDER:** I gather it is not in the \$118 000, because the \$118 000 is the future amount. I am trying to ascertain whether the government works out what a plate owner is entitled to. They have all received 20 grand, so will the government deduct that \$20 000 or will it not deduct that \$20 000 because that has happened in the past and this calculation is for the way forward?

**Ms R. SAFFIOTI:** To clarify, if someone has their \$20 000 transitioned, they still get their \$100 000, if the member knows what I am saying.

**Mr D.C. Nalder:** So it is a full calculation.

**Ms R. SAFFIOTI:** Yes.

**Mr W.R. MARMION:** When I read a further clause, my understanding was that the government works out what the person is entitled to and if they have already received \$20 000 or some other hardship payment before, that is taken off the amount they get. Then I imagine that we multiply that and come up with the amount. Am I wrong?

**Ms R. SAFFIOTI:** We can go through this and I can distribute some information on clause 238. There are two calculations. There is the minimum, which is the \$100 000, and then there is the calculation which is the amount for which the taxi plate was purchased minus this, minus this. That \$20 000 is in that calculation, but that is not in the \$100 000, if the member knows what I am saying. They get the greater amount.

**Ms L. METTAM:** Can I ask a question on “Objects of Act”, paragraph (d), which refers to the adjustment assistance grants. Are those grants the same as the regional reform package that the minister spoke about in previous media statements and in January this year?

**Ms R. SAFFIOTI:** The adjustment assistance package is targeted at Mandurah and Murray because they will have to pay the levy. They will have to collect the levy because they are in that unique situation in which there is a lot of crossover between the metropolitan and regional area. In fact, we built a train there, so that border is quite permeable. That payment relates specifically to those areas. I am not sure whether the member for Vasse caught it in my second reading response, but my initial thought was that we could do an adjustment assistance package for the regional operators. I was sort of proposing that, but we asked the regional operators whether they wanted some assistance package and a levy or whether they wanted no levy and no assistance package. The strong view was no levy. They were very anti the levy because they did not want to collect it. I think they did not want to become the collector of that levy in regional WA. There was also the argument about the buyback of metropolitan plates. That was a description of that thought process, so that is why we put it to them that we could develop an assistance package specifically for regional WA or we could remove the levy, and they wanted no levy.

**Ms L. METTAM:** Can I just confirm that the levy or the support package that the government was thinking of is what has been used in the City of Mandurah and the Shire of Murray?

**Ms R. SAFFIOTI:** No. Again, I was looking at whether we could provide some sort of assistance package to all the regional operators because they had to deal with the levy. The feedback from all the regional operators was that they did not want a levy so therefore they would have no assistance package. The City of Mandurah and the Shire of Murray were different. It was very hard to exclude them from the levy because the crossover between that district and the metropolitan area is significant. There is much less crossover further in the south west and no crossover from up north. That is why we developed a specific assistance package for the City of Mandurah and the Shire of Murray because they have to levy the levy.

**Mr A. KRSTICEVIC:** With regards to the industry-funded buyback schemes, the minister mentioned the \$20 000 that has already been taken into consideration, and \$100 000 is a minimum. If people have received a hardship payment on top of that, does that come off as well?

**Ms R. SAFFIOTI:** The hardship payment is deducted from the final payment.

**Mr A. Krsticevic:** From the \$100 000?

**Ms R. SAFFIOTI:** Yes. We wrote to all the plate owners last year and alerted them to exactly what they would receive. All those calculations were presented to them.

**Mr A. KRSTICEVIC:** On the minister’s calculations, what is the least amount that somebody will get, based on hardship?

**Ms R. SAFFIOTI:** They will receive \$100 000 for a conventional plate, unless they received a hardship payment.

**Mr A. KRSTICEVIC:** If they have already received a hardship payment, will anybody get less than \$100 000 as part of this system?

**Ms R. SAFFIOTI:** Yes.

**Mr A. KRSTICEVIC:** What is the smallest figure that someone will get? Based on that, for example, if somebody received a hardship payment of, say, \$105 000, the minister is now saying that if they get \$100 000, they have to pay back \$5 000. I am just trying to work out where the lowest common denominator sits in that circumstance.

**Ms R. SAFFIOTI:** The maximum hardship payment was \$92 000 but most of the payments were not anywhere near that.

**Mr A. KRSTICEVIC:** Of that \$92 000, how much will that person get? Will they get \$8 000? Is that all they are getting for their plate?

**Ms R. SAFFIOTI:** I cannot say that that scenario will occur. Most of the hardship payments went to those drivers who bought their plates more recently. I can get the exact figure if the member wants it for the rest of the debate.

**Mr A. KRSTICEVIC:** That would be good.

I have another question. The object of the legislation is to provide a safe, flexible, responsible, innovative and customer-focused road passenger transport industry. Can the minister explain how this legislation does that in each of those categories and, more importantly, what is the difference between this act and what is currently happening to make things safer, more flexible, responsible, innovative and customer focused so I can get a better appreciation of what this legislation does compared with what is currently in place?

**Ms R. SAFFIOTI:** Customer focus and creating more competition allows a more level playing field and allows operators to more readily reflect customers' needs. We will see the establishment of more niche or bespoke operators. If there is a chain of accountability, the booking service operator has responsibilities to ensure that their vehicle is properly licensed and roadworthy and that the driver has the right checks and balances, something that does not occur in the current on-demand transport system. As a result, there are some concerns about the level of accountability. It is currently flexible. Because we are looking at annual licences, in particular, that allows the industry to more readily respond to the market. Because we are not regulating the number or how or when they operate, it allows them to be flexible. In particular, one of the benefits for regional WA, for example, is having more vehicles able to deliver more services during peak time. Responsibility comes from having, as I said, a chain of accountability. There are clear lines of responsibility between the key markets. As I said, "innovative" means allowing the market to continue to innovate and use technology to provide the services that the public seems to want.

**Mr A. KRSTICEVIC:** The minister is saying that it is all about the market regulating it; there is nothing in the legislation that regulates it. She said that the market will regulate customer service, and they will work it out themselves. That seems to be the answer to most of it—that the market will work it out rather than anything in the legislation that assists any of these areas of focus. More importantly, how different is this from what is currently in the Taxi Act?

**Ms R. SAFFIOTI:** I did not say that it is up to the market. I said that this legislation provides a regulatory framework to ensure that the booking service has a responsibility to ensure that the vehicles and drivers have the right checks and balances and the right safety aspects. I am not saying that the market determines all the requirements but of course there is a level of deregulation in relation to numbers and the regulation that exists around taxis but there is also the ability to have some standard levels of service and checks across drivers. There are a couple of new aspects. Part 2 of the legislation refers to the chain of accountability. Provisions relating to meters continue. Signage for all on-demand vehicles is a new aspect that has been introduced. All on-demand vehicles will need to have some minimum signage so there is clarity when people approach them, knowing that it is the on-demand vehicle that they booked.

**Mr A. KRSTICEVIC:** I wish to focus on safety because it is obviously a serious issue. There have been plenty of examples when people have not been safe both in taxis and in the on-demand sector. Obviously, the minister is saying that this legislation will make the industry safe. What is in this legislation that is not already in place that will make the industry safe once it goes through and what are we doing differently to guarantee safety? I read this legislation to say that once it goes through, the government is guaranteeing that the industry will be safe and there will be nothing of concern because its objective is to provide for a safe environment in that space. I am wondering what will make people know that they are safe.

**Ms R. SAFFIOTI:** As I said, part 2 of this legislation creates a chain of accountability, which we can go through in detail. The booking service will need to ensure that vehicles and drivers are properly authorised. There are greater penalties for non-compliance and there is a new modern enforcement regime, which will include different types of compliance activity.

**Mr V.A. CATANIA:** Further to that, in terms of safety, when it comes to ridesharing services other than taxis—Uber or Ola—will they have any signage on their vehicles to assist with identification because it is obviously safer for the public to get into those ridesharing vehicles?

**Ms R. SAFFIOTI:** Yes, there will be a minimum amount of signage on the windscreen. I think that is what we determined. That is still going through drafting regulation. Minimum signage will be required; not taxi-like signage but minimum signage.

**Mr V.A. CATANIA:** Will that signage be in the form of a number attached to that vehicle or will it just say “Uber”, for example, and that is it? Will there be a registration number like taxis or taxidrivers have? Will there be something like that on those other vehicles?

**Ms R. SAFFIOTI:** The signage will probably just say the company, Uber or Ola. It will not have any other details. They call it the anonymous transaction, which is quite interesting. Taxis are not normally; rank and hails are an anonymous transaction. Customers do not know the driver and that is why they have their information displayed and also have a camera. The on-demand service is normally pre-booked. As a result, there is knowledge—the driver knows who the customer is; the customer knows who the driver is. Some on-demand services provide cameras too, so we are not precluding other ridesharers providing cameras. A concern is the young person—not the young person jumping into a car that rocks up and they do not know if it is the rideshare car or not. This will add a level of protection in the fact there needs to be some external signage that the vehicle is a ridesharing vehicle.

**Mr A. KRSTICEVIC:** I will use a personal example of safety. I pulled into a friend’s driveway a while ago now and a young lady whom I did not know walked up to my car and opened the door. I said, “What are you doing?” She said, “I’m getting in.” I said, “What for?” She said, “Aren’t you my Uber?” I said, “No.” To me, that was quite concerning. People can laugh. It was a little funny in one respect but it was also concerning in the fact that people are not necessarily paying attention to the car they are getting into. Just because a car pulled in, the young lady assumed I was the Uber driver because she had ordered one. It was a suburban street and cars were driving past. Obviously, I sent her back on her way and said, “No, no, I’m sorry, I’m not your Uber; you need to go back and wait.” That is what I mean from a safety perspective. What more or less are we doing, because obviously there are situations like that when people can just jump into a car, assuming it is an Uber or another ridesharing vehicle, or somebody could just assume somebody is waiting for an Uber, depending on how they are hanging around the street? Sometimes it looks pretty obvious that someone is waiting to get picked up. How do we guarantee any more than what is currently there to make sure these things do not happen?

**Ms R. SAFFIOTI:** As I said, the signage on the car to say that it is an Uber or an Ola.

**Mr A. KRSTICEVIC:** Will it be branded so people know this is what an Uber or an Ola sign looks like? Anyone can stick on a piece of cardboard and write “I’m Uber”. Is it registered and recorded by number or something?

**Ms R. SAFFIOTI:** Standard signage will be agreed to between the department and the booking service, I suspect. That will be how it is applied. Sorry, not “I suspect”—a person cannot write, “I’m an Uber driver” on a piece of A4 and stick it on the dash. The type of sign will be prescribed. I suspect that it will be agreed to with the booking service operators.

**Mr A. KRSTICEVIC:** Once that is agreed to, will there be some sort of education campaign so people know what these signs are, who is registered and where they can expect to see the sign? I assume it might be on a particular location on the car, or can it be stuck anywhere? More importantly, if no sign is displayed, is there a penalty for not putting the sign up—for not advertising that fact?

**Ms R. SAFFIOTI:** There will be some level of prescription through regulation. That will all be done by regs. One of the things we will do, should this bill pass, is have a communication program with the industry so everyone in the industry knows what is happening, particularly drivers. There are lots of drivers and they sometimes get information third-hand. We want to try to ensure that people have access to good information and also the community. We ought to be telling people about some of the basic changes, in particular some of the new safety mechanisms such as the new signage for the ridesharing companies.

**Mr A. KRSTICEVIC:** I think the minister indicated there will be a penalty if a driver does not display signage. Does the minister know what that penalty will be and how those signs will have to be displayed? Will it be on the outside or the inside; will it be magnetic or stuck on the windscreen? Also, what are the penalties if people do not display those signs?

**Ms R. SAFFIOTI:** We will be prescribing minimum standards through the regulations. I have been advised it will probably be the rear windscreen.

**Mr Z.R.F. KIRKUP:** Further to this point, I realise the importance of signage; something like we see in taxis, for example, so they can be quickly and easily identified. I appreciate the anonymous transaction, as it were, versus a known. On the Uber app, for the benefit of someone who has not used it or jumped into an Uber, it comes up with the registration of the car that is expected to pick a customer up, and also the driver’s identification. Is there some concern about perhaps a lack of registration about the signage or something like that? Does the agency see any potential that it will possibly allow people to infiltrate that system and pretend they are driving the car that might be coming? It is a lot harder to try to manufacture a numberplate versus, say, a printed A4 sign of some sort



that is very well known and is put on the back windshield. Does that present some safety and security challenges? I appreciate the need for signage; I am just trying to understand why numberplates did not suffice. What was in the government's mind about that sort of safety aspect of drivers picking up passengers?

**Ms R. SAFFIOTI:** That is an interesting point. The signage will not replace the information that the customer and the booking service operator transact in that information. Member for Carine, I think the member for Dawesville's point is a good one, which I should have responded to before. I do not use Uber, but I know that the customer gets the information about the type of vehicle. Normally, people will check the vehicle that rocks up with the vehicle that is displayed on their phone. As I said, I do not use Uber; some of my best friends do. I have seen it done.

In relation to the signage, I think this is just another level of security. The member for South Perth made the point today about Hay Street. It also helps traffic flows because these vehicles, to be honest, are pulling over everywhere. If travelling behind them, at least it is known that they will probably erratically pull over at any time. That is probably another good reason. People know that if they are following one of those vehicles, it might pull over and create a bit of a traffic issue at any particular time.

**Mr P.A. KATSAMBANIS:** On this same issue, I tend to share the member for Dawesville's view that the best protective mechanism is for the customer to compare the numberplate of the motor vehicle they are about to get into with the numberplate given by the app and go from there. I note that the minister suggested that the signage, whatever type it takes, is likely to be on the rear windscreen. That is great for the circumstance that the minister described of vehicles travelling behind, but given that most of the time—I use Uber pretty regularly—the motor vehicle driver approaches the person waiting for them and they are looking at the front of the vehicle rather than the back, how will that further assist a potential passenger, a consumer, standing on a corner? What will they do—wait for the car to arrive, walk around the back and check the signage on the back of the car, or will there also be signage on the front of the car?

**Ms R. SAFFIOTI:** Like I said, minimal standards are prescribed. I think we could probably debate all night where the signage should be, but it was decided it would be at the rear because people are not hailing these vehicles to come over. Normally a person has booked the vehicle, they check that the car that rocks up is a white Toyota Corolla, then they might go around the back just to make sure it has the sticker on it. Then they will get in. That might be the way, otherwise —

**Mr P.A. Katsambanis:** Do you check the tyre pressure, too?

**The SPEAKER:** Member for Hillarys, come on.

**Ms R. SAFFIOTI:** I love tyre pressure, so I check my tyre pressure all the time; thanks for asking.

**Mr P.A. Katsambanis:** You don't check a taxi or an Uber's tyre pressure.

**Ms R. SAFFIOTI:** I might do. If you want to go down this path, we can have a very interesting —

**The SPEAKER:** Member for Hillarys, some people are asking genuine questions. Give them the opportunity to do it.

**Mr P.A. Katsambanis:** This is a genuine question.

**Ms R. SAFFIOTI:** I think I responded to that question.

**Clause put and passed.**

**Clause 4: Terms used —**

**Mrs L.M. HARVEY:** Clause 4 is quite lengthy. It contains a wide range of definitions, so we will probably be on clause 4 for a while. I refer to the "business of providing a prescribed passenger transport service", defined as —

- (a) includes a business of a kind that the regulations provide is a business of providing a prescribed passenger transport service; and
- (b) does not include a business of a kind that the regulations provide is not a business of providing a prescribed passenger transport service;

Could the minister please explain what this definition means?

**Ms R. SAFFIOTI:** I will repeat the question: what does carrying on the business of providing a prescribed passenger transport service mean? It involves providing a service in an organised way on a repeated basis with the aim of generating revenue from the provision of the service. It does not matter if the person providing the service is doing so on a for-profit or a not-for-profit basis. A person who provides an on-demand passenger transport service that is not available to members of the public is unlikely to be carrying on a business. An example is if the on-demand service is available exclusively to members of a defined group such as a particular club or users of a particular service. If the service is made available to members of the public in addition to the club members, then the provider of the service may be considered to be providing an on-demand passenger transport service. Basically, it is trying to exclude from the wider definition the services provided to aged-care facilities or retirement villages, for example, in which a service is created for a certain group of people.

**Mrs L.M. HARVEY:** To get an understanding of that, would there be some prescribed regulations to determine whether a particular form of transport is in or out of the legislation and presumably the levy?

**Ms R. SAFFIOTI:** This clause gives the ability to prescribe a service into the future. It is trying to ensure that if a new type of business is established, it can be prescribed under this legislation into the future. It gives us that flexibility. What I said before in relation to what comes under this legislation still stands. This particular clause looks at the ability to prescribe a service into the future.

**Mrs L.M. HARVEY:** Just so I am clear, I had thought that there were clauses further along in the bill that cover non-profit and non-fare gathering services.

**Ms R. Saffioti:** Yes.

**Mrs L.M. HARVEY:** So we will get to that.

I go back to the beginning of the terms used. The second definition is —

*approved medical report* means a report complying with the requirements of the regulations for a medical report;

Can the minister please explain some of the requirements of medical reports that will be prescribed in the regulations? For example, what aspects of a person's health would need to be reported on as part of an approved medical report?

**Ms R. SAFFIOTI:** I have been advised that the current standard will apply under this clause. That is what will apply in the future, so there is no change to current requirements. A medical report will include, for example, the fitness to drive test, which is a national standard.

**Mrs L.M. HARVEY:** I am just going through the list of definitions. The next is —

*associated booking service*, in relation to an authorised on-demand booking service ...

The explanatory memorandum and the bill refer to the principal booking service. This definition is obviously needed for a reason, but under what circumstances would it be likely that an associated booking service would not need to seek its own authorisation?

**Ms R. SAFFIOTI:** Basically, it allows for smaller operators to become associated with a booking service without having to be a booking service themselves. It gives flexibility to small, self-employed drivers, for example, to be associated with a booking service. I will go through the notes that I have, which refer to clause 27 of the bill. Clause 27 makes it an offence to provide an on-demand booking service without a valid authorisation. Clause 27(2) specifies that an on-demand booking service provider is not required to be authorised if they have an association arrangement with an authorised booking service for that service. Self-employed drivers who take bookings for on-demand passenger services directly from passengers or hirers, including in a rank-or-hail context, will be providing an on-demand booking service. An association arrangement is an arrangement between booking service providers that meets the prescribed criteria.

These arrangements will primarily be relevant in the taxi rank-and-hail space, where self-employed drivers arrange for the trip to occur directly with the hirer at the roadside, or take advance bookings direct from customers in addition to those dispatched to the driver by a taxi booking service. Association arrangements can also be used by on-demand charter drivers who are dispatched bookings from a booking service provider, which also allows drivers to secure their own charter bookings.

**Mrs L.M. HARVEY:** Just to understand a little further how this might work, I will give the minister an example and see if it is going to fit. The taxi service that I use is an informal arrangement with an individual who works on behalf of a couple of owners, with a collection of plates and a collection of drivers, but he also has an arrangement with Black and White Taxis. When I need a taxi, I ring my friend, who allocates the job to one of his drivers and they come and collect me. Will he be considered an associated booking service for the purposes of this legislation, or if he is taking my booking and the bookings of others and handing them out to his small collection of six or eight drivers, will he need to be an authorised, on-demand booking service?

**Ms R. SAFFIOTI:** I think in that example he would be a booking service, but he could have an association arrangement if he wanted to.

**Mrs L.M. HARVEY:** Just to further unpick that, could he have an association arrangement with, say, Black and White, as a brand, but continue with his own arrangement, or will he need to seek an authorisation to provide the jobs to his own collection of drivers in his network?

**Ms R. SAFFIOTI:** He would keep his own arrangements, but he would require that association and forward his records to the booking service.

**Mrs L.M. HARVEY:** I am just trying to understand how that might work. He will not be an authorised, on-demand booking service, so when I hop into one of his driver's cabs and pay the levy as part of my fare, who then is required to collect that levy? Will he need to have an associated arrangement with, say, Black and White or

someone and then notify that other booking service of every booking he has? Obviously he has a client base he does not want to share. Will he need to become an authorised, on-demand booking service and collect the levy from his drivers himself?

**Ms R. SAFFIOTI:** I think the example the member is giving is trying to pick up the really small operators, who are sort of self-employed —

**Mrs L.M. Harvey:** He is a small operator.

**Ms R. SAFFIOTI:** But he seems to have a few cars, so my opinion would probably be that it would be more worthwhile for him to become a booking service because he would not want to disclose all his information, but he could do either, so it is going to be his choice. He can either keep his records for the levy or, for example, Black and White would keep those records. We will work through those examples, but he would have the choice of how he wants to conduct his business.

**Mr V.A. CATANIA:** Further to that question, what if an Uber driver is going to Mandurah and there is a taxi service there? Say if Uber develops an app—I think there is something like this in Melbourne—through which people can order, but there is maybe no Uber there and they put the service towards a taxi, so the taxi then picks up the actual fare and that person, will Uber be subject to the 10 per cent levy, or will it be charged at the point of contact with the individual who gets into the cab, or vice versa? In the future there may be some sharing arrangements between taxis and Uber. Who is going to be charged for that and will it perhaps rely on a private agreement between the two operators, or will it be charged by the government at the point the person gets in that transport service?

**Ms R. SAFFIOTI:** I think in that example, if it has been done through the Uber app and the payment is made through the Uber app, then Uber will pay the levy.

**Mrs L.M. HARVEY:** To be clear, I have read through the explanatory memorandum on the association booking service. Underneath that is a definition of association arrangement. It seems from what the minister is saying about the example I gave her that that operator, if he chooses to coordinate the jobs for, say, half a dozen drivers, will either have to have an association arrangement and pay a fee to Black & White Cabs, for example, if he does not want to keep the records of every one of those transactions, or he has to be an authorised booking service. With that comes the responsibility to keep all the transactions, to participate in collecting and forwarding the levy, and providing all the returns with respect to the levy that he has collected.

**Ms R. SAFFIOTI:** I think that is a valid description.

**Mrs L.M. HARVEY:** Clause 4 is very long. At line 13 on page 4 the bill states —

*interstate driver authorisation* means an authorisation issued under a law of another State or a Territory that —

- (a) authorises a person to drive a vehicle to transport passengers for hire or reward; and
- (b) meets the prescribed criteria;

Could the minister explain what kind of regulations sit around an interstate driver authorisation and whether Western Australia has reciprocal arrangements with other jurisdictions for entry criteria to become an authorised driver?

**Ms R. SAFFIOTI:** Is the member asking about interstate vehicle authorisations or driver authorisations?

**Mrs L.M. Harvey:** Driver authorisations.

**Ms R. SAFFIOTI:** This will allow us to authorise or recognise the authorisation of interstate drivers for a set period of time. I think it is similar for vehicles. For a set period of time there will be some recognition, but beyond a set period of time, they will have to become authorised in WA.

**Mr V.A. CATANIA:** Under “business of providing a prescribed passenger transport service”, it states —

- (a) does not include a business of a kind that the regulations provide is not a business of providing a prescribed passenger transport service;

Will buses transporting children—perhaps a school bus going from one end of the city to the other end of the city for which students pay a fee—be subject to the 10 per cent levy? Will that apply to buses that can carry, say, 12 passengers? Let me put it this way. What about a senior citizens organisation that has a bus that carries fewer than 12 or greater than 12 people, which transports a group of seniors who each pay \$5 to get on that bus to go to bingo down the road or to the other side of the city? Will they be subject to this 10 per cent levy? Is that what that definition is talking about?

**Ms R. SAFFIOTI:** That is not exactly what that definition refers to, but the examples the member has raised are picked up in other parts of the legislation. Just to confirm, regarding the two examples the member gave, the bingo bus is a community service that would not be picked up for the levy and vehicles carrying more than 12 passengers are not picked up—if that was the question.

**Dr M.D. NAHAN:** I refer to the definition of “community transport service” on page 3. Let us just say hypothetically that a senior citizens bus accommodates fewer than 12 people, with or without the driver—I am not sure. To go to bingo or wherever—they come to Parliament House often, to tell the minister the truth—they have the option of renting or buying a bus. If they rent a bus from Avis, do have to pay the duty? If they take a commercial bus with fewer than 12 seats, do they have to pay the duty? If they own a bus, do they have to pay the duty and charge?

**Ms R. SAFFIOTI:** I think the answer is that none of that would be subject to the levy. We delve a bit deeper into the definition of “community transport service” at clause 8.

**Dr M.D. NAHAN:** Let us take this simple issue: senior citizens decide to go to Parliament House and they rent a bus that seats fewer than 12 people. There is no duty payable on that. Why is there no duty? Let us say a group of business people rent a bus through a commercial service that seats fewer than 12 people. Do they have to pay the duty on it?

**Ms R. SAFFIOTI:** That is an interesting hypothetical, but our advice is that because it is a community transport service, it is not included.

**Dr M.D. NAHAN:** Let us put aside the community, I just want to see whether there are loopholes in this process. That is all I am trying to explore. Let us say a group of businessmen want to come to Parliament House and they hire a commercial bus that seats fewer than 12 people. Do they have to pay the duty?

**Ms R. SAFFIOTI:** In that example, because the bus is being hired —

**Dr M.D. NAHAN:** Let us say they are chauffeured. It is a large van; that is all it is. I assume the cut-off is 12 people.

**Ms R. Saffioti:** It is the cut-off.

**Dr M.D. NAHAN:** So below that cut-off, is the duty payable for a transport vehicle that seats fewer than 12 people?

**Ms R. SAFFIOTI:** It is not for over 12 people. It really depends on the arrangement. In another clause there is provision to apply to the CEO for exemptions. That is something we picked up in particular from the wedding car industry. We had to get a clause or an option to give the CEO of the Department of Transport the flexibility to exclude services, because some crossover and there are some that we particularly want to exclude. The wedding car businesses spoke to the member for Armadale and the department. They wanted to be excluded, particularly if that is the only type of service they operated. In the case of the member’s example, if there are more than 12 people, it is definitely no. If it is fewer than 12 people, it would depend on the type of arrangement being structured, but it is hard to give a definitive answer.

**Dr M.D. NAHAN:** How would a group of people know? There are bus companies that provide buses that seat fewer than 12 people. They can be booked and take people wherever they want to go. There has to be some kind of clear demarcation of who pays and who does not and under what conditions. Let us say that a group of ordinary people book a commercial van for fewer than 12 people. I assume from what the minister has said that they will have to pay the duty on the fee for that van.

**Ms R. SAFFIOTI:** It will depend on the arrangement. It will depend on whether it is a charter service or whether they have hired a bus but have provided their own driver. It will depend on the circumstance.

**Dr M.D. NAHAN:** They hire the bus and the driver from the WA bus company—if it even exists—and it provides smaller vans.

Several members interjected.

**Dr M.D. NAHAN:** There is one; I know—Joey’s bus service. They rent a bus for fewer than 12 people. Is it a commercial arrangement in the first instance? It is just for people in the community going to the casino. Do they have to pay a duty on the service provided?

**Ms R. SAFFIOTI:** Potentially yes, but, again, it would depend on a number of things, including the numbers, whether it comes under the community classification and whether they would seek a special exemption from the CEO, which they can do. It is hard to give a definitive answer because it is a bit of a hypothetical. It would also depend on whether it was an authorised booking service and the arrangement with the charter vehicle service operator.

**Mr V.A. CATANIA:** If a limousine or a van were hired or chartered to take fewer than 12 people to a funeral, would it be subject to the 10 per cent levy? If they paid \$500 for a limousine that seats six, seven or eight people, but under the 12 people threshold, would a funeral director be subject to this levy?

**Ms R. SAFFIOTI:** Funeral cars are excluded. We have also created the special ability for the CEO to exempt particular types of services. Funeral cars are exempted. We are trying to give flexibility under the legislation so that the CEO of the Department of Transport can exempt particular types of services and we do not unintentionally get any class that we did not intend to get.

**Mr W.R. MARMION:** Most car servicing providers have a free courtesy vehicle, but let us say that the provider decided to charge. If the bus seats fewer than 12 people—it would usually have eight or nine people in it—and it runs regularly every morning and every afternoon but does not have a distinct route and so it would go wherever the passengers needed to go, would the provider be subject to the levy?

**Ms R. SAFFIOTI:** No.

**Dr M.D. NAHAN:** I put it to the minister that it is very common out there. A lot of companies provide small buses on a hire basis, and they probably provide larger bus services at the same time, but it is very common for them to provide buses that would fall below the threshold. People buying that service need to know whether they will have to pay a 10 per cent duty on the fee payable without having to get an exemption from the CEO if they are part of a community group. If I go out with a group of mates and hire a bus for eight people, but which could fit up to 10, and I pay a fee for the driver to take me somewhere in the metropolitan area, do I or the driver have to pay a duty and to whom?

**Ms R. SAFFIOTI:** It depends on the booking service. The booking service has to be authorised and it collects the levy. It all relates to the structure of the arrangements and whether it is an authorised booking service. An authorised booking service pays the levy for the amount of revenue it collects across its vehicles over a period. That is how it is done. It is not imposed on the driver. It is imposed on the booking service and taken from the revenue it collects. This change will have impacts across the community, so we will provide guidance and further fact sheets for all sectors of the community to help guide them on their way through it.

**Dr M.D. NAHAN:** Potentially, most bus companies provide small bus services for fewer than 12 passengers. Does the government plan to have them as authorised booking services?

**Ms R. SAFFIOTI:** If a company is carrying out on-demand bookings, yes, but, as we said, buses for more than 12 passengers are excluded.

**Dr M.D. NAHAN:** I understand the cut-off. If a bus company has small buses—let us say, vans—it has to pay the fee if it is a large company. The minister's answer is yes, if it is a larger bus company and well known, they will be identified by the CEO as an authorised booking agent and they will have to collect the 10 per cent fee for services rendered for the vans with less than 12 passengers.

**Ms R. SAFFIOTI:** Yes.

**Dr M.D. NAHAN:** Is there not a concern here that instead of doing that, we will provide an incentive? For instance, a group of people, instead of booking a bus or van from the larger bus company that is an authorised booking service, will go down to Avis and rent a vehicle and not pay the duty.

**Ms R. SAFFIOTI:** I suspect that option is available to people now. This is a new way of doing things and, yes, we will have to work through hundreds of scenarios, but that is what happens when we reform an industry. As I said, the Department of Transport will be there. They were going to do this gradually over time to make sure that the market adjusts. As I said, we have created this concept of the booking service to create a chain of accountability, and that is part of the whole equation. We have tried to make sure that we do not unintentionally pick up users whom we do not want to pick up. We have the flexibility to continually exclude. We have looked at the bus industry and buses for more than 12 passengers. We have looked at specific services, such as the wedding car industry. We have gone through and tried to do what we can. Of course, we have the specific power to exempt particular services to make sure that we do not pick up people whom we do not want to pick up.

**Dr M.D. NAHAN:** There is a 10 per cent levy. I recognise that in this business we have to provide a limit somewhere; I accept that. If the service is quite extensive, for instance, going out on a night on the town, someone can easily rent a minivan for \$500 or so for a group of people, so a 10 per cent levy for each person could be \$50.

**Ms R. SAFFIOTI:** I missed a key point. We are capping any individual amount to \$10 per booking.

**Dr M.D. NAHAN:** For 12 people—I understand that. It is \$50 if there are more than five people there.

**Ms R. Saffioti:** No, it is \$10 per booking, for the vehicle.

**Dr M.D. NAHAN:** Okay. Good. I understand the cap. I am trying to explore where the threshold is and if this 10 per cent levy will cause distortionary decisions in the business community. How can we get clarity with the cut-off? That is the key issue. We do not want people to have to go to the CEO or read a bunch of reports. How do they know what is applied and what is not?

**Ms R. SAFFIOTI:** I can understand the member's point. We have the big ridesharers. They are very clearly recognised. Taxis are also very clearly recognised. In a lot of the discussions with stakeholders, we went around that. That is a difficult area. That is why we made some changes over the past six to eight months, including the \$10 cap, to ensure that we did not unintentionally collect too much for specific types of services. There is also the 12-person rule and making sure that we had the flexibility of the CEO to exclude as well. I understand that this middle bit will take a lot of communication, guidelines and fact sheets. That is what we will do, and we will work with all the potential booking services out there to make that transition as easy as possible.

The member was not here at the beginning of the consideration in detail stage. One of the issues raised by the member for Bateman—he asked for clarification—is the staging of the introduction. Basically, there will be a transitional period when different elements are brought in over time to allow the market to adjust and to allow that communication to be effective. As I said, change is never easy, particularly such a significant change as this. We hope that by allowing for the staged introduction of the bill, having already worked with quite a lot of industry groups in excluding and giving the flexibility to the CEO, we do not unintentionally pick up any of those services that we did not envisage. All our modelling was based on the high-volume ridesharing and taxi services. I understand the hypotheticals and the scenarios, but, really, they can only be sorted out once we work with each of the individual groups, go through their individual circumstances and make sure that we do not unintentionally create any issues that we did not want to.

**Dr M.D. NAHAN:** Can the minister give some description of the community transport services? I understand the intent of it; they are probably non-profit community-based organisations. Can the minister give some indication of how she would describe those groups? They could be many and varied. Some of them could be football teams, which is a pretty good community organisation. It could be a senior citizens group. The senior citizens group in my electorate has a mini-van that it uses for many and varied purposes. I assume it would be covered by that. Is it based on whether they are commercial or not commercial? If there is any uncertainty, do they have to get the approval of the CEO to be defined as a community group? It should be straightforward but sometimes these things are not.

**Ms R. SAFFIOTI:** It is in clause 8, but I will go through it. Community transport services are excluded from the bill. A community transport service is a service that is not principally established for profit or commercial gain and is designed to benefit individuals or groups within a local community who are in need of some form of assistance, assist individuals or groups within the local community to participate to a greater degree in the life of the community or achieve some other form of community, charitable, educational, benevolent, religious, recreational, sporting or philanthropic purpose at the local level—for example, services provided by local governments to transport senior citizens, sporting clubs and others, and there is also the flexibility of a CEO as well.

**Dr M.D. NAHAN:** Let us say it is a non-profit organisation for senior citizens but they do charge for the service. So, a non-profit organisation owns the bus and uses any proceeds earned by putting it back into the community group, which, let us say, is an accepted community group. If they provide a commercial service in part, would that be treated as a community-based transport service?

**Ms R. SAFFIOTI:** I think it will depend on whether they are undertaking a purely commercial role in competition with others.

**Dr M.D. NAHAN:** I will describe the situation. They use a bus for their own purposes—many and varied, but mostly for their groups to transport their members around. But the bus is not fully utilised, so sometimes they allow one of the members, who has the authorised licence, to use it for commercial purposes. Those purposes could be many and varied but they are usually to transport people around for a fee. It would be very common for many organisations that have a bus for their use that is underutilised so they use it partly commercially. When they use it for commercial purposes, the proceeds go back to the ownership.

**Ms R. SAFFIOTI:** The vehicle is given to an authorised booking service.

**Dr M.D. Nahan:** I don't know.

**Ms R. SAFFIOTI:** I do not know. Let us assume, in the member's case, a vehicle is being used for a community group, but it lends the vehicle to an authorised booking service, ACME, down the road, and that authorised booking service would be subject to the levy when it uses the vehicle.

**Dr M.D. NAHAN:** The tax is levied on authorised booking services. If the senior citizens generally use the transport for their own purposes, which everyone accepts is a community purpose, and also use it for commercial purposes, it is not an authorised booking service; therefore, will it not incur the levy?

**Ms R. SAFFIOTI:** It depends. If they run a side service and run a booking service, they will need to be authorised.

**Mrs L.M. HARVEY:** To clarify the example the member for Riverton was articulating, some of these bus services owned by retirement villages are used for regular journeys but they take groups of people from a village to the local shopping centre, the community hall and that sort of thing. Some of them also have a fee-for-service component to them. A resident of a retirement village can book transport to take them, for example, to the doctor, to the hairdresser or other services in the community. That is a fee-for-service arrangement with the residents of a village and the bus that is owned. It is a service that is booked and a fare is levied according to where the individual has requested transport to. Would that fall under the remit of the legislation for the levy?

**Ms R. SAFFIOTI:** My advice is that that would not be considered to be subject to the levy. First of all, it is an auxiliary service provided to the retirement village. It is a cost for service; it is a courtesy process. It is also part of the community transport service, so it meets that wider definition as well.

**Mr W.R. MARMION:** On the associated booking service and the authorised on-demand booking service, can a taxi operator have more than one authorised on-demand booking service? Can it be associated with Black and White or every single one?

**Ms R. SAFFIOTI:** Yes. That is one of the, I suppose, changes that we will see. It is happening already in a sense. Drivers have different apps so the levy will be applied to which app or booking service people are using to make the booking under.

**Mr W.R. MARMION:** That makes sense and it gives the opportunity for competition in terms of what the booking fee will be. That is a good innovative solution.

The other loophole, as per the example the member for Scarborough described at the beginning, is if a regular mate rings up an Uber driver without doing it through the app, the driver then has a choice of using a cash system with people the driver knows very well versus booking it through the system. With that cash system, the levy will not be captured.

**Ms R. SAFFIOTI:** That could be done, but it would be unlawful. But those kinds of things probably already happen in some cases. But, yes, anything could be done; it is just whether people abide by the law.

**Mrs L.M. HARVEY:** On a different definition, minister, on line 14 of page 5 the definition of “officer” reads —  
in relation to a provider of an on-demand booking service, a passenger transport service or a passenger transport vehicle —

The definition refers to section 9 of the commonwealth Corporations Act 2001. Can the minister advise who that captures? Is that the directors or the secretary or the office-bearers of a company, or is it the CEO of a company or the shareholder beneficiaries of a company?

**Ms R. SAFFIOTI:** We are seeking further clarification, but our understanding is the first option that the member put: the CEO, office holder, secretary of the organisation.

**Dr M.D. NAHAN:** Line 3 of page 4—I think this is quite straightforward, but just to be clear—refers to courtesy transport service. I have read clause 9. Essentially, the government is trying to capture those businesses, in this case, that provide an ancillary transport service; for instance, motor vehicle companies or medical offices or otherwise. Could the minister describe how they will be delimited so they are defined as a courtesy as opposed to a business, and how will they be defined as eligible for the duty?

**Ms R. SAFFIOTI:** The definition of a courtesy transport service is a service that is not principally established for profit or commercial gain, that is provided in connection with a primary service other than passenger transport by vehicle, and is provided as a courtesy to the customers or patrons of the primary service. That would include services such as passenger transport provided by a motor vehicle repairer to take their clients to the train station or CBD, an accommodation provider that provides transport for the guests from the airport to their accommodation or to a nearby central location, transport provided by a childcare service to transport children who attend the service, and a tourism operator that provides transport from a pick-up point to where the tourism activity commences, such as a fishing charter business conveying passengers by vehicle from its office to the wharf.

**Dr M.D. NAHAN:** Just like I did with the issue of community groups, I want to explore whether the minister is at all concerned that the levy—for its duration at least; once it expires this will not be a concern—might lead businesses to put on courtesy transport services and compete with the on-demand services; for instance, hotels. Many places have hotel services that can pick people up at the airport and take them to the hotel, and the alternative would be on-demand services. The duty might induce hotels to provide the service directly, and therefore take work away from the taxis and other on-demand services.

**Ms R. SAFFIOTI:** I do not think so, because adding those services would be an additional cost to the hotel. I understand what the member is saying about the potential distortionary impact on decision-making, but I do not believe that example would happen because the absolute cost would still need to be borne by the hotel, in the example the member gave. So I do not think it will. As I said more broadly in relation to the levy, there will be a lot of different levels of competition out there, and the modelling and the numbers that we have based our assumptions on are really based on the collection of the levy at the major booking service level. So these other sorts of collections were never calculated or factored into our modelling.

**Mrs L.M. HARVEY:** For example, when someone books a holiday, they often get the option to select an airport transfer for an additional fee. The airport transfer is generally provided by an arrangement with the hotel. Would they be subject to the levy in those circumstances or would they be automatically exempt in the tourism category? Would those services need to be prescribed or would they need to apply for an exemption?

**Ms R. SAFFIOTI:** It depends on the type of service. I have used both. One is the courtesy bus that shuttles people backwards and forwards; it would be exempt. The other is when the hotel contacts a booking service to get a vehicle for the customer; I suspect that would not be exempt. It would depend on the nature of the service that is provided and who provides it. If the provider is the hotel, it would not run the authorised booking service but it is

complementary to the service that it provides. It would depend on the service. When someone books, they sometimes do not know what is going to rock up. Sometimes it is just a taxi that has been booked for them; that would be an authorised booking service.

**Mrs L.M. HARVEY:** In some of these businesses that crop up in which a bus service is provided to a dozen hotels, and the hotels say, “I’ve got two transfers to the airport today” or whatever it might be, an operator is given the job to go from one hotel to another, collect passengers and ferry them to the airport. Would they be subject to the levy?

**Ms R. SAFFIOTI:** Potentially, yes, but again it would depend on so many factors, including the size of the bus and all those other aspects. Potentially, yes, but it is one of those areas in which we would need to work through the individual circumstances. Potentially, yes, but potentially no too; it depends on the nature of the service.

**Dr M.D. NAHAN:** We understand the difficulty here. These businesses are legitimate, they exist and they do compete with on-demand services. Can the minister give some indication how the government is going to deal with them? The minister said that the provisions will be phased in so there will not be a rush and that will give the government time to identify the issues and straighten them out. Around the world, including in Western Australia, courtesy buses are very common. Like the member for Scarborough said, they often drop people off at various hotels. They are an in-built part of the vacation system around the country so we need some indication about them, not only for them, but also to ensure that they do not spring up and take away demand for taxis. Often when people ride to the airport, they do not really care or know whether they are in a taxi or a courtesy bus; it does not matter. In this case, we are putting in place a levy that might push more people towards a courtesy bus and take work away from taxis. We have to have some kind of demarcation for the providers.

**Ms R. SAFFIOTI:** There are some of those competition issues now. We will take that on board and make sure we work with the industry. As I said, there will be a staged implementation to try to make sure that we go through the stages and do not create any unintended consequences.

**Dr M.D. NAHAN:** Has the government planned a process of intermediate review after a certain period? Because this is so complex, it will throw up issues that the government has not thought of in advance. I am not talking about four years after the levy has been put in place, but within six months, the department could perhaps review it and seek advice from people who are impacted so that they can go to the CEO and straighten out these issues. Is there some kind of communication or advisory process that people can get hold of to resolve uncertainties that will inevitably spring up?

**Ms R. SAFFIOTI:** As I said, it is going to go through stages. As we go through those stages, we will be working with different industries. Initially, it will really just be trying to understand who are the authorised booking services, who want to become the authorised booking services and who is unsure, and working with them to see whether they need to be an authorised booking service. We have some extra resources in the agency to help with the implementation. Over the past year—it is less than a year—we have tried to not include services that we did not intend to. We have already made a suite of changes. The bus industry talked to us. The wedding car industry talked to us. The charter industry talked to us in particular about the volume of the levy. That is all we have done. We can also make further regulations to make it clear what services are not subject to the levy. It will be a continued discussion. The levy is really about looking at the ride-sharing companies and the taxi companies. That is where we really want it to be.

**Mrs L.M. HARVEY:** I move on to page 5, line 30, where it states —

*on-demand charter passenger transport service* means an on-demand passenger transport service that does not include a rank or hail service;

Is this the category that currently captures small charter vehicles and limousines?

**Ms R. SAFFIOTI:** Yes.

**Mrs L.M. HARVEY:** Obviously the opposition has had some presentations from small charter vehicle and limousine operators. They are small businesses. They tend to charge a higher fare. Some of them might carry eight or more passengers, but the fare gets up there. The minister mentioned that there could be exemptions for people who cater mainly to weddings and school balls, but operators in that sector say that they cannot make a living out of just that. How will these individuals be able to avail themselves of some of these exemptions when the very nature of their business is that it has a mixed clientele—they cater to office Christmas parties, wine tours and a whole range of different things?

**Ms R. SAFFIOTI:** I understand the concern. The 2016 changes really had a significant impact on small charter vehicles. They were the changes in relation to the minimum fee of \$60. In a sense, those changes really put them on the same playing field as taxi services. That was a significant change in 2016. I understand why it happened, but I knew there were serious concerns there. In relation to how the levy is applied, as I said, the government had representations probably from the same people. There were concerns from some operators who just provide wedding services and those types of services, so that is when we looked at the potential for some specific exemptions. The member is right: many actually do not just have that type of business but also a wider business.



They will not all be exempt from the levy, but we have capped it at \$10 so that it will not be an exorbitant levy per booking. In response to their representations, we capped the levy and have included an ability to exempt those operators that run very small, boutique services. An example would be vintage cars. All they do is weddings; they do not pick up people from the airport. That would be the type of category that would potentially be exempt.

**Mrs L.M. HARVEY:** I think the minister said that buses are capped at a 12-seat capacity.

**Ms R. Saffioti:** Yes.

**Mrs L.M. HARVEY:** Limousine services will often have up to 16 seats in them. Is the minister considering providing an opportunity at any point for those boutique vehicles that really are unique in the sector to have an exemption from collecting the levy?

**Ms R. SAFFIOTI:** I think that is considered; that is why we have the power to do that. As I said, the industry association made representations and it was some of those boutique services, as the member outlined, such as the Roll-Royce wedding cars. There is the potential to do that. That is why we have the flexibility. That option came about as a result of representations from industry. I thought it was a valid argument that they put so that is why we created that power.

**Mrs L.M. HARVEY:** So there may be an opportunity for small charter vehicle operators with limousines in those particular boutique sectors to apply to the CEO for an exemption from the levy?

**Ms R. SAFFIOTI:** If they are boutique services and they do not compete in the normal commercial market out there, yes. The 12-seat limit is 12 seats; it does not matter if it is a limousine or a bus, if the member knows what I am saying.

**Dr M.D. NAHAN:** Just exploring something on page 8, the definition of “rank or hail service”. I know what it means, but is it not the case that rank-and-hail increasingly means nothing? It is defined in part as “standing or plying or touting for hire”. I assume there is a differentiation between taxis and other ridesharing things. People can hail with a phone, too. It is the advice you have received that there is a distinction of diminishing value, I suppose, and effectiveness? Instead of people hailing with their hand, they hail with their phone.

**Ms R. SAFFIOTI:** It is an interesting discussion point. There is no doubt that the value of rank-and-hail has probably changed over time. This was the whole discussion at the beginning: do we keep a taxi service, or do we not have taxis? I think the best way I described it before the member came in is that rank-and-hail is an anonymous transaction. People basically stand there and wave someone down, or they just go to the rank and jump in. It is an anonymous transaction and they do not have any previous knowledge of who the passenger is, so that is a particular type of service. That is why those taxis continue to have cameras because there is no pre-agreed commitment. I think there is still activity at the ranks and over time things balance out. Of course, the taxi ranks are still pretty popular at Optus Stadium and other events, such as leaving the races. There is still that option; they provide options for ridesharing and they still have the taxis as well. I was also just told that rank-and-hail work is still 42 per cent of the income for taxi work.

**Dr M.D. Nahan:** That is 42 per cent of the taxi work?

**Ms R. SAFFIOTI:** Yes, although that will probably be disputed by the taxi industry tomorrow! It is interesting. I think we will see continuing evolution in the market, in which rank-and-hail will continue to play a role. There is always debate over whether there is enough and where they should be, but the differentiation between the taxi service is an anonymous transaction. People walk in and that is why the cameras are there. Ridesharing is a pre-arranged agreement and there is knowledge of the driver and the driver has knowledge of the customer. It is an interesting discussion and, of course, with apps, people can be walking anywhere. It is an electronic hail, in a sense, but I think the ranks are very important. I do it myself; I hail a taxi, walking down the street, especially on the main corridors. I think there will be different movements of taxis and ridesharing across the community and continued activity of taxis at the key ranks.

**Dr M.D. NAHAN:** Is rank-and-hail an increasing proportion of the work of taxis?

**Ms R. SAFFIOTI:** My advice is it is little bit less than what it was.

**Mrs L.M. HARVEY:** On page 6, line 11, is the definition of “passenger”. I am curious as to why this definition has been crafted in the way that it has been. It states —

*passenger* includes a person acting in the capacity of controlled operations officer but does not include a person carrying out work or on duty in any of the following capacities —

Can the minister explain the caveat on that definition?

**Ms R. SAFFIOTI:** There is another definition that refers to “controlled operations officer”, and that is in relation to compliance activity. We will discuss that in more detail later in the bill. In relation to the three exclusions, I have been advised that they differentiate between a normal paying passenger and someone who is connected to the business to which that chain of responsibility and accountability does not stretch. It is basically trying to differentiate between a normal paying passenger and one who is somehow connected to the business or the operations to which that same line of accountability does not extend.

**Mrs L.M. HARVEY:** Does that mean that that definition clarifies the safety requirements being introduced in the legislation and who will be captured by it?

**Ms R. SAFFIOTI:** I have been advised that it basically helps to define the role of the customer but also the obligations of the driver to that passenger, and excludes particular persons who are not to be classified as a passenger, for which the driver would normally have obligations and which are prescribed in the legislation.

**Mrs L.M. HARVEY:** My next question relates to line 28 on the same page. Could the minister explain this? It states a “passenger transport driver authorisation means” and there is a list of four things. Further on there are definitions for each of the individual items listed. I want to know the reason there is this definition here when there is a definition further on for all the other things that are listed?

**Ms R. SAFFIOTI:** I am advised it has been drafted like this because it is a collective term, and therefore throughout the legislation we do not need to keep specifying those four subclauses, we just have to say “passenger transport service”. It is the drafting methodology.

**Mrs L.M. HARVEY:** Just to be clear, when going through the different clauses of the bill where those particular authorisations are laid out in the drafting, we do not need to keep adding the specific authorisation we are referring to.

**Ms R. SAFFIOTI:** Yes, the member is correct, unless there is a special treatment.

**Dr M.D. NAHAN:** There is a geographic limit to the coverage. Is that covered later on in the bill? It is not in the definition. There is a geographic limit to the duty application.

**Ms R. SAFFIOTI:** It is later in this bill.

**Dr M.D. NAHAN:** That is good enough.

**Mrs L.M. HARVEY:** I refer to line 10 on page 8. It states —

*responsible officer*, in relation to the provider of an authorised on-demand booking service, means a person —

(a) who is nominated under section 29(4)(c) or the 13 regulations to represent the provider ...

Could the minister please explain what this definition refers to?

**Ms R. SAFFIOTI:** The responsible officer is someone from the booking service who is nominated to the Department of Transport and they are the point of contact for safety and day-to-day operations. The responsible officer must be a resident of WA—one of them must be a resident of WA.

**Mr W.R. MARMION:** We are dealing with clause 4, which refers to terms used, and there are a quite a lot there. I wonder why all the terms used in the bill are not there. I refer to clause 12, where there are some definitions of some other terms. Could the minister explain whether there was some discussion about whether those terms would be put in clause 4? I refer to “relevant financial interest”, “relevant position” and “relevant power”. Why were they not put in clause 4?

**Ms R. SAFFIOTI:** I am advised that it is because some terms are specific only to certain parts of the bill. As I said in the debate on the strata title reform legislation, I do not like to question parliamentary drafting, because, if I do, I will never get anything drafted again! I accept its drafting style.

**Mr W.R. MARMION:** I am not an expert on this, but I understand why the definition is there; that is obvious. But if there is a big list of terms, one might assume that it might still be there. In drafting, do they ever put the definition of a term in twice—once at the beginning with all the others and later in, say, clause 325, where it is used for ease of reference?

**Ms R. SAFFIOTI:** I have been advised that the definitions at the beginning of the bill are used throughout the bill, while the definitions in a particular part of the bill relate only to that part.

**Mrs L.M. HARVEY:** On page 8 of the bill, the definition of “taking a booking” states that it includes the hiring of a vehicle as a result of a rank or hail service. I presume that is for the purpose of the levy, or is it for the purpose of the definition of “provider of an on-demand booking service”?

**Ms R. SAFFIOTI:** This basically ensures that taxis are picked up in the definition for the application of the levy in particular. It expands the definition of “taking a booking” to include the rank-and-hail function.

**Dr M.D. NAHAN:** It is not frivolous, but on page 8, the bill indicates that the term “vehicle” is as defined in the Road Traffic (Administration) Act. I take it that that means that water taxis, if they spring up, will not be included in the duty?

**Ms R. SAFFIOTI:** Yes, the Leader of the Opposition is correct.

**Mrs L.M. HARVEY:** At line 3 on page 9 of the bill, it states —

- (2) In this Act, a reference to a passenger or a hirer of a vehicle includes a reference to a prospective passenger or prospective hirer of the vehicle.

Can the minister explain what that means?

**Ms R. SAFFIOTI:** This is trying to ensure that passengers are not refused for whatever particular reason. A passenger is only a passenger once they are in the vehicle. This tries to expand the definition so that it precludes a driver from refusing the passenger service before they get into the vehicle. This is trying to extend the application of the rules for how a driver treats a passenger to before the passenger is actually in the vehicle—so, basically, after the booking is made.

**Mrs L.M. HARVEY:** I am not really clear on what the minister meant. I will see whether I have got this right. Obviously, the point of booking with the app is that there is a charge or a negotiated fee. I did not understand what the minister said. Can she explain that again?

**Ms R. SAFFIOTI:** The example that has been given to me is of a person who has an assistance animal but cannot do a booking and when the driver comes to pick them up, they will not let the person with the assistance animal in the vehicle. One is the definition. We will prescribe regulations to ensure that drivers do not exclude or reject passengers for particular reasons. This excludes that coverage to ensure that it is not just when the person is in the vehicle; it is making sure that if the person makes a booking, the driver cannot refuse the person because they look a certain way or for other reasons, which will be prescribed in the regulations.

**Dr M.D. NAHAN:** I refer to clause 4(3) on page 9 at line 6. Could the minister describe what that means, or the purpose of it?

**Ms R. SAFFIOTI:** This is just for clarity. Just because someone is driving the vehicle does not mean that they are the authorised booking service. It is for clarity to differentiate that just because someone may be driving the vehicle, it does not mean that they are the service provider under the definitions in this legislation.

**Dr M.D. NAHAN:** Just because someone is driving, owns or is running the vehicle, they are not necessarily covered by it?

**Ms R. SAFFIOTI:** Yes.

**Clause put and passed.**

Debate adjourned, on motion by **Mr D.R. Michael**.

#### **CORONERS AMENDMENT BILL 2017**

*Returned*

Bill returned from the Council without amendment.

*House adjourned at 11.41 pm*

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**QUESTIONS ON NOTICE**

Questions and answers are as supplied to Hansard.

LANDS — LAND ADMINISTRATION ACT — CARNEGIE CLEAN ENERGY — ALBANY

**3292. Mr D.T. Redman to the Minister for Transport; Planning; Lands:**

I refer to Carnegie Clean Energy's license (under section 91 of the *Land Administration Act 1997*) which authorises them to undertake certain matters relating to wave energy off the Albany coast, and I ask:

- (a) will you table a map of the license area;
- (b) does the license allow third party use of the license area without the permission of Carnegie Clean Energy;
- (c) which Minister authorised the license area to Carnegie on behalf of Government and when was this done;
- (d) was your office or any of your agencies approached by parties other than Carnegie seeking access to a licensed area off the Albany coast in proximity to the Albany Wind Farm;
- (e) can the Minister describe the likely availability of sea floor license in proximity to the Albany Wind Farm to a party other than Carnegie; and
- (f) does the Minister have the authority to unilaterally withdraw the existing license from Carnegie and pass it to another party?

**Ms R. Saffioti replied:**

- (a) [See tabled paper no 1701.]
- (b) Yes.
- (c) The licence was approved by an officer of the then Department of Lands, under delegation provided under the *Land Administration Act 1997* on 1 March 2017.
- (d) No.
- (e) A sea floor licence to another wave energy project proponent is prohibited by the deed of contract of the existing licence. The availability to another party for purposes other than wave energy investigation or generation will depend upon the location, statutory approvals, referral to interest holders and provision of a business case.

In relation to the Albany Wave Energy Project, Carnegie has committed to work with Government to ensure that relevant licences and permits for the common user infrastructure can be transferred to the Wave Energy Test Centre following the projects twelve month operational period.

- (f) No.

PREMIER — PROFESSIONAL DEVELOPMENT

**3450. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr M. McGowan replied:**

No.

- (a)–(e) N/A

MINISTER FOR HEALTH — PROFESSIONAL DEVELOPMENT

**3451. Mr Z.R.F. Kirkup to the Deputy Premier; Minister for Health; Mental Health:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;

- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr R.H. Cook replied:**

No.

- (a)–(e) Not applicable.

MINISTER FOR EDUCATION AND TRAINING — PROFESSIONAL DEVELOPMENT

**3452. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr P. Papalia replied:**

No.

- (a)–(e) Not applicable.

MINISTER FOR ENVIRONMENT — PROFESSIONAL DEVELOPMENT

**3453. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr R.R. Whitby replied:**

No.

- (a)–(e) Not applicable.

MINISTER FOR REGIONAL DEVELOPMENT — PROFESSIONAL DEVELOPMENT

**3455. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr M. McGowan replied:**

No.

- (a)–(e) N/A

## MINISTER FOR EMERGENCY SERVICES — PROFESSIONAL DEVELOPMENT

**3456. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr F.M. Logan replied:**

No.

## MINISTER FOR LOCAL GOVERNMENT — PROFESSIONAL DEVELOPMENT

**3457. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr D.A. Templeman replied:**

No.

- (a)–(e) Not applicable.

## ATTORNEY GENERAL — PROFESSIONAL DEVELOPMENT

**3458. Mr Z.R.F. Kirkup to the Attorney General:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr J.R. Quigley replied:**

- (a)–(c) None, not applicable.

## MINISTER FOR SENIORS AND AGEING — PROFESSIONAL DEVELOPMENT

**3459. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr M.P. Murray replied:**

No.

- (a)–(e) Not applicable.

## TREASURER — PROFESSIONAL DEVELOPMENT

**3460. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr B.S. Wyatt replied:**

No.

- (a)–(e) Not applicable.

## MINISTER FOR TOURISM — PROFESSIONAL DEVELOPMENT

**3461. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr P. Papalia replied:**

No.

- (a)–(e) Not Applicable.

## MINISTER FOR MINES AND PETROLEUM — PROFESSIONAL DEVELOPMENT

**3462. Mr Z.R.F. Kirkup to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr W.J. Johnston replied:**

No.

- (a)–(e) Not applicable.

## MINISTER FOR TRANSPORT — PROFESSIONAL DEVELOPMENT

**3463. Mr Z.R.F. Kirkup to the Minister for Transport; Planning; Lands:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Ms R. Saffioti replied:**

No.

## MINISTER FOR HOUSING — PROFESSIONAL DEVELOPMENT

**3464. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Mr P.C. Tinley replied:**

No.

- (a)–(e) Not Applicable.

## MINISTER FOR CHILD PROTECTION — PROFESSIONAL DEVELOPMENT

**3465. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

Since 17 May 2017 has the Minister had any media, public speaking, communication, presentation, leadership or organisational training, and if yes:

- (a) What was the course titled;
- (b) Which individual or company provided the training;
- (c) What is the cost of each training session or course;
- (d) Where was the training session or course held; and
- (e) Who requested or arranged the training (i.e. Premier's Director of Communications)?

**Ms S.F. McGurk replied:**

None.

- (a)–(e) Not applicable.

## PREMIER — CONTACT WITH LOBBYIST FORMS

**3467. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister's office and by whom (staffers above level 7 PSGA only)?

**Mr M. McGowan replied:**

Up to 14 August 2018, 128 Contact with Lobbyist forms have been submitted by staff in the Premier's Office.

These have been submitted by the following staff:

Kristin Berger

Dave Coggin

Mark Reed

Kieran Murphy

Daniel Pastorelli

Josh Jerga

Jo Gaines

Stacey Hearn

Guy Houston

## MINISTER FOR EDUCATION AND TRAINING — CONTACT WITH LOBBYIST FORMS

**3469. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister's office and by whom (staffers above level 7 PSGA only)?



**Mr P. Papalia replied:**

- (1) 29
- (2) Sue Ellery MLC  
Samantha Rowe MLC  
Liz Carey  
Rod Clark  
Kathy Digwood  
Wendy Dunne  
Matthew Hammond  
Mike Mouritz

## MINISTER FOR REGIONAL DEVELOPMENT — CONTACT WITH LOBBYIST FORMS

**3472. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr M. McGowan replied:**

Matt Keogh	7
Darren Lundberg	8
Cole Thurley	34
Jackie Jarvis	3
Jason Moynihan	1
I-Lyn Loo	5
Daniela Mattheys	3
Craig Huxtable	22

## MINISTER FOR EMERGENCY SERVICES — CONTACT WITH LOBBYIST FORMS

**3473. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr F.M. Logan replied:**

Chief of Staff:	8
Principapl Policy Advisor:	2

## MINISTER FOR LOCAL GOVERNMENT — CONTACT WITH LOBBYIST FORMS

**3474. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr D.A. Templeman replied:**

As at 14 August 2018, a total of 15 forms;

Chief of Staff  
Principal Policy Adviser.

## ATTORNEY GENERAL — CONTACT WITH LOBBYIST FORMS

**3475. Mr Z.R.F. Kirkup to the Attorney General:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr J.R. Quigley replied:**

4.

Chief of Staff, Principal Policy Adviser.

The Minister and his current Ministerial Staff may have had contact with representatives for administrative purposes only or may have had incidental or irregular social contact in which case this is not listed.

## MINISTER FOR SENIORS AND AGEING — CONTACT WITH LOBBYIST FORMS

**3476. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr M.P. Murray replied:**

34.

Emma Ramage, Chief of Staff.

Gordon MacMile, former Principal Policy Adviser.

Michael Watts, Principal Policy Adviser.

## TREASURER — CONTACT WITH LOBBYIST FORMS

**3477. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr B.S. Wyatt replied:**

Since 17 March 2017 until 14 August 2018, 106 “Contact with Lobbyist” forms have been submitted by the following staff members:

Roger Martin, Katharine McKenzie, Aaron Morey, David Corbellini, Nerea Ugarte, Gus Riggs, Rohan Worsdell, Ryan Eldred, Michelle Owens and Dane Gaunt.

## MINISTER FOR TOURISM — CONTACT WITH LOBBYIST FORMS

**3478. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr P. Papalia:**

Minister – 3

Chief of Staff – 26

Principal Policy Advisor – 7

## MINISTER FOR MINES AND PETROLEUM — CONTACT WITH LOBBYIST FORMS

**3479. Mr Z.R.F. Kirkup to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr W.J. Johnston replied:**

Eighty ‘Contact with Lobbyist’ forms have been completed by the following ministerial staff above the level 7 PSGA, however, the forms are retained by the ministerial office:

Neil Roberts, Chief of Staff

Ron Sao, Principal Adviser

David Alexander, Senior Policy Adviser

John Welch, Senior Policy Adviser

## MINISTER FOR HOUSING — CONTACT WITH LOBBYIST FORMS

**3481. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Mr P.C. Tinley replied:**

Since 17 March 2017, there have been 42 “Contact with Lobbyist” forms submitted by the following Ministerial Staffers –

Simon Ward, Chief of Staff

Brendan McShanag, Principal Policy Officer

Nicole Matrai, Principal Policy Officer

Kay Hammer, Principal Policy Officer

## MINISTER FOR CHILD PROTECTION — CONTACT WITH LOBBYIST FORMS

**3482. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women’s Interests; Prevention of Family and Domestic Violence; Community Services:**

Since 17 March 2017 how many “Contact with Lobbyist” forms have been submitted by the Minister’s office and by whom (staffers above level 7 PSGA only)?

**Ms S.F. McGurk replied:**

Since 17 March 2017, 19 “Contact with Lobbyist” forms have been submitted. The forms have been submitted by the Chief of Staff and the Principal Policy Advisor.

## DUMAS HOUSE — ACCESS

**3484. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

Is the Department, Premier or his office aware of any unauthorised, wrongful and/or unlawful access to any of the following areas in Dumas House since 11 March 2017:

- (a) Lower basement carpark;
- (b) Basement;
- (c) Level 1;
- (d) Level 2;
- (e) Level 3;
- (f) Level 4;
- (g) Level 5;
- (h) Level 6;
- (i) Level 7;
- (j) Level 8;
- (k) Level 9;
- (l) Level 10;
- (m) Level 11;
- (n) Level 12;
- (o) Level 13;
- (p) Level 14;
- (q) If yes to (a)–(p) what is the nature of the breach, on how many occasions, by what third party and on what dates; and
- (r) If yes to (c)–(p) were any cabinet related systems (documents, files, cabinets, computers, networks) accessed?

**Mr M. McGowan replied:**

- (a)–(p) No.
- (q)–(r) Not applicable.

## HOUSING — URBAN INFILL

**3485. Mr Z.R.F. Kirkup to the Minister for Housing:**

I refer to the media release titled WA’s biggest urban infill developments to deliver major jobs boost dated 15 May 2018 and ask:

- (a) What is the breakdown of locations for the 1,390 houses;
- (b) How many State owned houses will be built;
- (c) How many affordable homes will be built at each site; and
- (d) How many private homes will be built at each site?

**Mr P.C. Tinley replied:**

- (a) The 1,390 homes will be delivered across the metropolitan area and contribute to creating vibrant and sustainable communities close to new METRONET and heritage line stations.

The Department of Communities is in the early town planning stage for the sites, with exact locations of the homes expected to be known by the end of the calendar year.

- (b) Up to 320 houses will be allocated for social housing.
- (c) As urban planning and design works are still underway, the specific number of homes for each of the sites is still to be determined. It is intended that at least 400 affordable homes will be delivered.
- (d) As urban planning and design works are still underway, the specific number of homes for each of the sites is still to be determined. It is intended overall that at least 670 homes will be delivered for full market price sale.

STATE RECORDS OFFICE — MACHINERY-OF-GOVERNMENT CHANGES

**3487. Mr A. Krsticevic to the Minister for Culture and the Arts:**

I refer to the machinery of government changes to the State Records Office (SRO), and ask:

- (a) what financial savings have been made as a result of this change; and
- (b) have these savings been reinvested into the SRO, if not, why not?

**Mr D.A. Templeman replied:**

- (a)–(b) The administrative change, which sees the State Archivist and Executive Director State Records reporting to the CEO of the State Library of Western Australia (SLWA) instead of the Director General of the Department of Local Government, Sport and Cultural Industries, was not intended to deliver savings.

The change of administrative placement provides greater support for the SRO's business objectives which are more closely aligned with that of the SLWA than the Department of Local Government, Sport and Cultural Industries.

The SRO and the SLWA both hold collections of the State's documentary heritage and employ staff with complimentary skill sets. The SRO and the SLWA are both located in the Alexander Library Building at the Perth Cultural Centre. The SLWA provides services such as storage management, conservation and preservation to the SRO.

The change provides opportunities to enhance services to the community.

LOCAL GOVERNMENT — FINANCIAL HEALTH INDICATOR SCORES

**3488. Mr A. Krsticevic to the Minister for Local Government:**

For each of the past four financial years:

- (a) how many local governments had a Financial Health Indicator (FHI) score of less than 70; and
- (b) what was the name of each council and their FHI score in each year?

**Mr D.A. Templeman replied:**

- (a)–(b) [See tabled paper no 1695.]

LOCAL GOVERNMENT — STAFF

**3489. Mr A. Krsticevic to the Minister for Local Government:**

For each of the past four financial years please provide details of:

- (a) the number of FTE that were employed at each metropolitan local government in Western Australia; and
- (b) the number of FTE that were employed at each regional local government in Western Australia?

**Mr D.A. Templeman replied:**

- (a)–(b) The Department of Local Government, Sport and Cultural Industries does not collate the information requested. The Member would need to approach each individual local government in this regard.

LOCAL GOVERNMENT — ELECTORS

**3490. Mr A. Krsticevic to the Minister for Local Government:**

For each of the past four financial years please provide details of:

- (a) the number of electors within each metropolitan local government in Western Australia; and
- (b) the number of electors within each regional local government in Western Australia?

**Mr D.A. Templeman replied:**

- (a)–(b) The Department of Local Government, Sport and Cultural Industries does not collate the information requested.

## LOCAL GOVERNMENT STANDARDS PANEL — BREACHES, COMPLAINTS AND SANCTIONS

**3491. Mr A. Krsticevic to the Minister for Local Government:**

I refer to the Local Government Standards Panel and ask for each of the past four years can you please advise:

- (a) how many minor breaches have been found by the Panel;
- (b) how many complaints were dealt with by a sanction being issued; and
- (c) how many of each of the following sanctions were issued:
  - (i) public censure;
  - (ii) public apology; and
  - (iii) mandated training?

**Mr D.A. Templeman replied:**

- (a)–(c) The information requested is contained in the Standards Panel annual report, which is tabled in Parliament.

## LANDGATE — PRIVATISATION

**3492. Mr D.T. Redman to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

I refer to the recent State Government decision to privatise a commercial arm of Landgate, and ask:

- (a) Will you table any business case/review /scoping study undertaken by Government supporting this decision;
- (b) What is the expected net returns to Government from the statutory authority (Landgate) prior to the privatising of the commercial arm;
- (c) What is the predicted net returns to Government from the statutory authority (Landgate) following the privatisation of the commercial arm;
- (d) Will Landgate require a community service obligation (CSO) payment to support its operations following the privatisation of the commercial arm;
- (e) If not, what is the expected increase in fees and charges of the remaining services offered by Landgate; and
- (f) What assurances can you give that preserve the property transaction integrity of landgates processes?

**Mr B.S. Wyatt replied:**

- (a) The scoping study on the partial commercialisation of Landgate is Cabinet-in-Confidence. The report has information regarding estimates of value and strategies for maximising value which, if released, would compromise the State's ability to realise maximum value.
- (b) The expected net returns to Government from Landgate (dividend and tax equivalent regime payments less appropriation) from 2018–19 to 2021–22 is -\$4.1 million.
- (c) As a result of the partial commercialisation there will be a reduction in ongoing revenue to Landgate, but this will be considered by the Government in connection with the amount of upfront proceeds to be received. Further work is required to determine the exact scope of the partial commercialisation and the revenue model before predicted net returns to Government after the commercialisation can be confirmed.
- (d) The partial commercialisation only relates to automated land titling functions, namely transactions that are processed electronically without the need for staff to manually process or exercise discretion. Landgate already receives appropriations from Government for some of the other services it provides that will not be included in the partial commercialisation.

All of Landgate's revenues and expenses after a partial commercialisation will be assessed to determine the right level of appropriation to ensure all its services are maintained.

- (e) As publicly announced, increases in fees for transactions for the partial commercialisation will be capped at CPI or CPI plus one percent. The process for setting fees for remaining services will be unchanged by the partial commercialisation.
- (f) The important roles of the Registrar and Commissioner of Titles in upholding the integrity of the register will be maintained after the partial commercialisation. The State will continue to protect property rights and guarantee the indefeasibility of title. Landgate currently engages private providers to deliver technology services related to these automated functions, and has done so for over 20 years. The privacy and integrity of information maintained by the provider over this period has never been compromised. The commercial operator will similarly maintain this information, with strict performance measures, operating protocols and service level agreements to be part of the contract with the new operator.

## MINES AND PETROLEUM — ROYALTIES — SINGAPORE

**3494. Ms L. Mettam to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

- (1) Which companies with iron ore operations in WA currently have subsidiary companies in Singapore?
- (2) Can you provide a breakdown of the royalties paid by each of these companies to WA with a breakdown of how these royalties have been calculated?

**Mr W.J. Johnston replied:**

- (1) Rio Tinto Limited, BHP Limited and CITIC Pacific Mining are known to have subsidiaries in Singapore.
- (2) Individual company royalty payments are commercially sensitive and not released publically.

Generally, royalties are paid at a rate of 7.5 per cent for fines and lump iron ore products, and at a rate of 5.0 per cent for beneficiated iron ore products (beneficiated fines and beneficiated lump as well as magnetite concentrates).

The royalty value to which the royalty rate is applied to is the arm's length FOB (Free On Board) value of the iron ore product based on the first point of sale less allowable deductions.

Allowable deductions and the royalty calculation are defined in the Mining Regulations 1981 and respective State Agreement Acts in order to calculate an FOB value.

## PREMIER — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

**3513. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr M. McGowan replied:**Goldcorp

<b>Channels:</b>	<b>FY17</b>	<b>FY18</b>
Facebook	\$ 3,782.11	\$ 71,837.10
Twitter	\$ -	\$ -
Instagram	\$ 6,912.72	\$ 3,148.98
GoogleAdWords	\$ 405,462.94	\$ 382,381.69
BingAds	\$ -	\$ -
GoogleMyBusiness	\$ -	\$ -
Reddit	\$ -	\$ -
TheWestAustralian	\$ 5,500.00	\$ -

PerthNow	\$ 7,500.00	\$ 4,500.00
WAToday	\$ -	\$ -
TheAustralian	\$ -	\$ -
AustralianFinancialReviewand	\$ -	\$ -
CommunityNewsGroup	\$ -	\$ -

Lotterywest

	<b>2016–17</b>	<b>2017–18</b>
(a) Facebook	\$535,364.63	\$752,264.53
(b) Twitter	Nil	Nil
(c) Instagram	Nil	Nil*
(d) Google Adwords	\$460,785.46	\$375,122.68
(e) Bing Ads	Nil	Nil
(f) Google MyBusiness	Nil	Nil
(g) Reddit	Nil	Nil
(h) The West Australian	\$449,391.00	\$371,257.00**
(i) PerthNow	\$31,348.78	\$25,000.00
(j) WA Today	\$3,005.00	Nil
(k) The Australian	Nil	Nil*
(l) Australian Financial Review	Nil	Nil*
(m) Community News Group	Nil	Nil*

\* Some funding through these media outlets may have occurred indirectly through run-of-networks buys via their parent company.

\*\* Total invoicing for the 7 West Media (of which the West Australian is a component).

Department of the Premier and Cabinet

	<b>2016–17</b>	<b>2017–18</b>
(a) Facebook;	\$4,241.63	\$0
(b) Twitter;	\$0	\$0
(c) Instagram;	\$0	\$0
(d) Google Adwords;	\$0	\$0
(e) Bing Ads;	\$0	\$0
(f) Google MyBusiness;	\$0	\$0
(g) Reddit;	\$0	\$0
(h) The West Australian;	\$0	\$0
(i) PerthNow;	\$0	\$0
(j) WA Today;	\$0	\$0
(k) The Australian;	\$0	\$0
(l) Australian Financial Review; and	\$0	\$0
(m) Community News Group?	\$0	\$0

Public Sector Commission

For both 2016–17 and 2017–18

(a)–(m) Nil.

Salaries and Allowances Tribunal

(a)–(m) Nil.

Department of Jobs, Tourism, Science and Innovation

Tourism WA advises:

	<b>2016–17</b>
(a) Facebook	709,057.99
(b) Twitter	-
(c) Instagram	10,396.38
(d) Google Adwords	742,483.44
(e) Bing Ads	-
(f) Google MyBusiness	-
(g) Reddit	-
(h) The West Australian	253,748.92
(i) PerthNow	-
(j) WA Today	-
(k) The Australian	-
(l) Australian Financial Review	-
(m) Community News Group	-

The Department of State Development advises:

	<b>2016–17</b>
(a) Facebook	30,890.91
(b) Twitter	-
(c) Instagram	613.92
(d) Google Adwords	9,210.45
(e) Bing Ads	-
(f) Google MyBusiness	-
(g) Reddit	-
(h) The West Australian	-
(i) PerthNow	49,932.90
(j) WA Today	-
(k) The Australian	-
(l) Australian Financial Review	-
(m) Community News Group	-

The Department of Jobs, Tourism, Science and Innovation advises:

	<b>2017–18</b>
(a) Facebook	967,117.12
(b) Twitter	-
(c) Instagram	11,947.65
(d) Google Adwords	821,189.09
(e) Bing Ads	-
(f) Google MyBusiness	-
(g) Reddit	-
(h) The West Australian	111,666.00
(i) PerthNow	-
(j) WA Today	-
(k) The Australian	-
(l) Australian Financial Review	-
(m) Community News Group	-



## MINISTER FOR HEALTH — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

**3514. Mr Z.R.F. Kirkup to the Deputy Premier; Minister for Health; Mental Health:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr R.H. Cook replied:**

Department of Health and health service providers advise:

- (a)–(m) [See tabled paper no 1694.]

Mental Health Commission advises:

- (a) 2016/17: \$1699.03 and 2017/18: \$749.98
- (b)–(m) Nil.

Healthway advises:

- (a)–(m) Nil.

Health & Disability Services Complaints Office advises:

- (a)–(m) Nil.

Animal Resources Authority advises:

- (a)–(m) Nil.

MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS —  
DIGITAL PLATFORM ADVERTISING**3515. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr P. Papalia replied:**Department of Education

The answers to these questions are for Department of Education and School Curriculum and Standards Authority. Prior to 1 July 2017, the figures also include the Department of Education Services, which was merged as part of the Machinery of Government changes, and the Country High School Hostels Authority.

To answer this question for schools would require a survey to be completed by all schools. This has not been undertaken.

(a)

<b>2016–17</b>	<b>\$1 674.05</b>
2017–18	\$14 545.14

(b)–(m) Other than Facebook, the Department of Education and School Curriculum and Standards Authority do not classify expenses at this level. They are captured under a general heading, ‘Advertising’.

Department of Training and Workforce Development

	<b>2016–17</b> <b>(\$)</b>	<b>2017–18</b> <b>(\$)</b>
(a) Facebook	58,101	49,283
(b) Twitter	0	0
(c) Instagram	0	0
(d) Google Adwords	4,720	15,500
(e) Bing Ads	0	0
(f) Google MyBusiness	0	0
(g) Reddit	0	0
(h) The West Australian	0	0
(i) Perth Now	0	0
(j) WA Today	0	0
(k) The Australian	0	0
(l) Australian Financial Review	0	0
(m) Community News Group	0	0

North Metropolitan TAFE

	<b>2016–17</b> <b>(\$)</b>	<b>2017–18</b> <b>(\$)</b>
(a) Facebook	91.41	36,364
(b) Twitter	0	0
(c) Instagram*	0	0
(d) Google Adwords	0	38,850
(e) Bing Ads	0	0
(f) Google MyBusiness	0	0
(g) Reddit	0	0
(h) The West Australian	0	0
(i) Perth Now	0	0
(j) WA Today	0	0
(k) The Australian	0	0
(l) Australian Financial Review	0	0
(m) Community News Group	0	0

\* The advertisement creation process in Facebook allows you to select an option for the advertisement to run on both Facebook and Instagram. This is regarded as one financial transaction and has been combined in the response.

South Metropolitan TAFE

	<b>2016–17 (\$)</b>	<b>2017–18 (\$)</b>
(a) Facebook	78,790.23*	42,212.66
(b) Twitter	0	0
(c) Instagram**	0	0
(d) Google Adwords	43,904.27*	12,028.62
(e) Bing Ads	0	0
(f) Google MyBusiness	0	0
(g) Reddit	0	0
(h) The West Australian	0	0
(i) Perth Now	0	0
(j) WA Today	0	0
(k) The Australian	0	0
(l) Australian Financial Review	0	0
(m) Community News Group	0	0

\* TAFE choices marketing campaign

TAFE Choices was a whole of sector marketing campaign, implemented under the former State Government. The expenditure was shared between the five TAFE colleges. The total expenditure for the campaign is included in SMT's response.

\*\* Instagram is owned by Facebook and Instagram advertisements are purchased from Facebook

North Regional TAFE

	<b>2016–17 (\$)</b>	<b>2017–18 (\$)</b>
(a) Facebook	2,613.86	3,040.28
(b) Twitter	0	0
(c) Instagram	0	0
(d) Google Adwords	2,836.98	4,111.24
(e) Bing Ads	0	0
(f) Google MyBusiness	0	0
(g) Reddit	0	0
(h) The West Australian	0	0
(i) Perth Now	0	0
(j) WA Today	0	0
(k) The Australian	0	0
(l) Australian Financial Review	0	0
(m) Community News Group	0	0

Central Regional TAFE

	<b>2016–17 (\$)</b>	<b>2017–18 (\$)</b>
(a) Facebook	3,487.27	12,869.33
(b) Twitter	148.37	0
(c) Instagram	0	0

(d) Google Adwords	0	0
(e) Bing Ads	0	0
(f) Google MyBusiness	0	0
(g) Reddit	0	0
(h) The West Australian	0	0
(i) Perth Now	0	0
(j) WA Today	0	0
(k) The Australian	0	0
(l) Australian Financial Review	0	0
(m) Community News Group	900	785

South Regional TAFE

	2016–17 (\$)	2017–18 (\$)
(a) Facebook	5,314.21	8,601.51
(b) Twitter	0	0
(c) Instagram	0	105.69
(d) Google Adwords	0	27.06
(e) Bing Ads	0	0
(f) Google MyBusiness	0	0
(g) Reddit	0	0
(h) The West Australian	0	0
(i) Perth Now	0	0
(j) WA Today	0	0
(k) The Australian	0	0
(l) Australian Financial Review	0	0
(m) Community News Group	0	0

Building Construction Industry Training Fund

(a)–(m) Nil.

MINISTER FOR ENVIRONMENT — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

**3516. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;

- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr R.R. Whitby replied:**

For the Department of Biodiversity, Conservation and Attractions

2017–2018 (excluding GST)

- (a) \$72,666
- (b) Nil.
- (c) \$12,709
- (d) \$10,291
- (e)–(g) Nil.
- (h) \$12,996
- (i)–(m) Nil.

For the former Department of Parks and Wildlife

2016–17 (excluding GST)

- (a)–(m) Nil.

For the Botanic Gardens and Parks Authority

2016–17 (excluding GST)

- (a) \$3,182
- (b) Nil.
- (c) \$2,500
- (d)–(m) Nil.

For the Zoological Parks Authority

2016–17 (excluding GST)

- (a) \$55,389
- (b)–(c) Nil.
- (d) \$14,594
- (e)–(g) Nil.
- (h) \$4,641
- (i)–(m) Nil.

Department of Environment Regulation

2016–17 (excluding GST)

- (a) \$1,867
- (b)–(m) Nil.

Office of the Environmental Protection Authority

2016–17 (excluding GST)

- (a)–(m) Nil.

Department of Water and Environmental Regulation

Please refer to Legislative Assembly Question on Notice 3529.

For the former Disability Services Commission and the Department of Communities: Disability Services

Please refer to Legislative Assembly Question on Notice 3528.

MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS —  
DIGITAL PLATFORM ADVERTISING

**3518. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr M. McGowan replied:**

(a)–(m) [See tabled paper no 1702.]

MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

**3519. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr F.M. Logan replied:**

The Department of Fire and Emergency Services (DFES) advises:

<b>Platforms</b>	<b>2016/17</b>	<b>2017/18</b>
(a) Facebook	\$ 1,743.68	\$ 31,146.00
(b) Twitter	nil	nil
(c) Instagram	nil	nil

(d) Google Adwords	nil	\$ 62,661.00
(e) Bing Ads	nil	nil
(f) Google MyBusiness	nil	nil
(g) Reddit	nil	nil
(h) The West Australian	\$ 7,549.68	\$ 5,778.60
(i) PerthNow	nil	nil
(j) WA Today	nil	nil
(k) The Australian	nil	nil
(l) Australian Financial Review	nil	nil
(m) Community News Group	\$ 895.46	\$ 2,687.94

The Office of the Inspector of Custodial Services advises:

Nil.

The Department of Justice advises:

Please see Legislative Assembly Question on Notice number 3512.

#### MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

##### **3520. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr D.A. Templeman replied:**

(a)–(m) [See tabled paper no 1696.]

#### ATTORNEY GENERAL — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

##### **3521. Mr Z.R.F. Kirkup to the Attorney General:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;

- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr J.R. Quigley replied:**The Department of Justice

2016–17:

- (a)–(m) Nil.

2017–18:

- (a) \$1,380
- (b)–(m) Nil.

All other agencies

- (a)–(m) Nil.

## MINISTER FOR SENIORS AND AGEING — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

**3522. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr M.P. Murray replied:**Former Department of Local Government and Communities/Department of Communities

- (a)–(m) Please refer to Legislative Assembly Question on Notice no 3528.

Sport and Recreation (WA)

- (a)–(m) Please refer to Legislative Assembly Question on Notice no 3520.

Former Department of Sport and Recreation

- (a) 2016–2017 – \$183.00; 2017–2018 – Not applicable.
- (b)–(m) 2016–2017 – \$0.00; 2017–2018 – Not applicable.

VenuesWest

- (a) 2016–2017 – \$27,157.54; 2018–2018 – \$105,429.81
- (b) 2016–2017 – \$0.00; 2018–2018 – \$0.00
- (c) 2016–2017 – included in Facebook total; 2018–2018 – included in Facebook total
- (d) 2016–2017 – \$1,951.53; 2018–2018 – \$24,444.56
- (e)–(m) 2016–2017 – \$0.00; 2018–2018 – \$0.00



Combat Sports Commission

(a)–(m) 2016–2017 – \$0.00; 2018–2018 – \$0.00

WAIS

(a) 2016–2017 – \$0.00; 2018–2018 – \$169.81

(b) 2016–2017 – \$0.00; 2018–2018 – \$0.00

(c) 2016–2017 – \$0.00; 2018–2018 – included in Facebook total

(d)–(m) 2016–2017 – \$0.00; 2018–2018 – \$0.00

## TREASURER — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

**3523. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr B.S. Wyatt replied:**Department of Treasury

(a)–(m) Nil.

Department of Finance

(a) 2016–17: \$21,681  
2017–18: Nil.

(b)–(g) 2016–17 and 2017–18: Nil.

(h) 2016–17: \$47,467  
2017–18: Nil.

(i) 2016–17: \$32,659  
2017–18: Nil.

(j)–(m) 2016–17 and 2017–18: Nil.

Western Australia Treasury Corporation

(a)–(m) Nil.

Economic Regulation Authority

(a)–(m) Nil.

Department of Planning, Lands and Heritage

Former Department of Aboriginal Affairs (2016–17)

(a)–(m) Nil.

Department of Planning, Lands and Heritage (2017–18)

(a)–(m) Please refer to Legislative Assembly question on notice 3526.

Western Power

(a)–(m) Western Power has utilised the following digital platforms, with the majority of these ads used to update customer in power outages or safety around the network:

<b>Digital platform</b>	<b>2016–2017</b>	<b>2018–2018</b>
(a) Facebook	\$61,745	\$28,902
(b) Twitter	\$1,730	\$1,215
(c) Instagram	\$221	\$200
(d) Google Adwords	\$111,987	\$95,766
(e) Bing	\$1,117	\$2,631.00
(f) Google MyBusiness	\$ -	-
(g) Reddit	\$ -	-
(h)–(i) The West Australian / PerthNow	\$35,000.00	\$22,000
(j) WA Today	\$ -	
(k) The Australian;	\$ -	-
(l) Australian Financial Review	\$ -	-
(m) Community News Group	\$ -	-
<b>TOTAL</b>	<b>\$211,800</b>	<b>\$150,714.00</b>

Synergy

<b>Digital platform</b>	<b>2016–2017</b>	<b>2017–2018</b>
(a) Facebook	\$28,108.94	\$ 112,520.73
(b) Twitter	\$ -	-
(c) Instagram (combined with FB costs)	\$ -	-
(d) Google Adwords	\$82,000.00	\$157,000.00
(e) Bing	\$ -	-
(f) Google MyBusiness	\$ -	-
(g) Reddit	\$ -	-
(h) The West Australian	\$24,000.00	
(i) PerthNow	\$27,560.00	\$131,272.00
(j) WA Today	\$57,503.00	
(k) The Australian;	\$ -	-
(l) Australian Financial Review	\$ -	-
(m) Community News Group	\$ -	-
	219,171.94	400,792.73

Horizon Power

- (a) 2016–2017– \$13,684.86 ex GST  
2017–2018 – \$35,288.63 ex GST
- (b)–(c) 2016–2017– nil  
2017–2018 – nil
- (d) 2016–2017 – nil  
2017–2018 – \$9,946.58 ex GST
- (e)–(g) 2016–2017– nil  
2017–2018 – nil
- (h) 2016–2017 – \$2,000 ex GST  
2017–2018 – nil

(i) 2016–2017 – \$2,000 ex GST  
2017–2018 – nil

(j)–(m) 2016–2017– nil  
2017–2018 – nil

Government Employees Superannuation Board

(a)–(m) Nil.

Fire and Emergency Services Superannuation Fund

(a)–(m) Nil.

Insurance Commission of Western Australia

2016–17:

(a)–(c) Nil;

(d) \$27,154;

(e)–(g) Nil;

(h) \$11,700;

(i) \$26,050;

(j)–(m) Nil;

2017–18:

(a)–(m) Nil.

Office of the Auditor General

(a)–(m) Nil,

MINISTER FOR TOURISM — DIGITAL PLATFORM ADVERTISING

**3524. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3513.

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3516.

Racing and Gaming Portfolio

## Racing, Gaming and Liquor Division

2016/17

(a)–(m) Nil.

2017/18

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3520.

## Racing and Wagering Western Australia (RWVA)

2016/17

(a) \$205,000

(b) \$21,000

(c)–(g) Nil.

(h) \$1,752

(i)–(m) Nil.

2017/18

(a) \$209,000

(b) \$12,000

(c)–(g) Nil.

(h) \$560,000

(i)–(l) Nil.

(m) \$12,000

## Western Australian Greyhound Racing Association (WAGRA)

2016/17

(a)–(l) Nil.

(m) \$11,829

2017/18

(a)–(l) Nil.

(m) \$4,021

## Burswood Park Board (BPB)

2016/17

(a) \$195

(b)–(l) Nil.

(m) \$707

2017/18

(a)–(m) Nil.

Small Business Portfolio

## Small Business Development Corporation

	<b>2016–17 (\$)</b>	<b>2017–18 (\$)</b>
(a) Facebook	2 797	8 280
(b) Twitter	0	0
(c) Instagram	0	0
(d) Google Adwords	19 500	62 000
(e) Bing Ads	0	0
(f) Google MyBusiness	0	0

(g) Reddit	0	0
(h) The West Australian	0	3 574
(i) PerthNow	0	3 574
(j) WA Today	0	0
(k) The Australian	0	0
(l) Australian Financial Review	0	0
(m) Community News Group	0	0

#### Defence Issues Portfolio

2016/2017

(a)–(m) Nil.

2017/2018

Please refer to Legislative Assembly Question on Notice 3513.

#### Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3520.

#### MINISTER FOR HOUSING — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

#### **3527. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;
- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

#### **Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3528.

#### MINISTER FOR CHILD PROTECTION — PORTFOLIOS — DIGITAL PLATFORM ADVERTISING

#### **3528. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask for 2016–17 and 2017–18 how much money has been spent on advertising on the following digital platforms:

- (a) Facebook;
- (b) Twitter;
- (c) Instagram;
- (d) Google Adwords;

- (e) Bing Ads;
- (f) Google MyBusiness;
- (g) Reddit;
- (h) The West Australian;
- (i) PerthNow;
- (j) WA Today;
- (k) The Australian;
- (l) Australian Financial Review; and
- (m) Community News Group?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

This answer also encompasses the Department of Communities and the legacy agencies whose functions were amalgamated into the Department of Communities from 1 July 2017.

The below expenditure is payments made directly to the digital platforms listed. The expenditure is largely related to media placement for campaigns such as Foster Carer Recruitment (Child Protection portfolio), Opening Doors and commercial projects (Housing portfolio).

In the 2016–17 Financial Year, the Department of Communities legacy agencies directly paid the nominated organisations the following on advertising:

	<b>Department for Child Protection and Family Support</b>	<b>Department of Local Government and Communities</b>	<b>Disability Services Commission</b>	<b>Housing Authority</b>
(a) Facebook	\$9,825	\$625	Nil	\$255
(b) Twitter	Nil	\$90	Nil	Nil
(c) Instagram	Nil	Nil	Nil	Nil
(d) Google Adwords	Nil	Nil	Nil	\$60,000
(e)–(m)	Nil	Nil	Nil	Nil

In the 2017–18 Financial Year, the Department of Communities has directly paid the nominated organisations the following on advertising:

(a) Facebook	\$22,847
(b) Twitter	Nil
(c) Instagram	\$65
(d) Google Adwords	\$34,016
(e)–(m)	Nil

**PREMIER — PORTFOLIOS — LOST OR STOLEN DEVICES**

**3530. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask how many of the following devices have been reported as either lost or stolen in 2016–17 and 2017–18:

- (a) Mobile tablet devices;
- (b) Mobile phones;
- (c) Laptops;
- (d) Desktop computers;
- (e) Printers;

- (f) Scanners;
- (g) Photocopiers; and
- (h) What is the estimated total value of items (a)–(g) lost or stolen?

**Mr M. McGowan replied:**

Goldcorp, Public Sector Commission and Salaries and Allowance Tribunal

(a)–(g) No.

(h) Not applicable.

Lotterywest,

Lotterywest had the following mobile devices reported lost or stolen in 2016–17 and 2017–18:

	2016–17	2017–18
(a) Mobile tablet devices	1	0
(b) Mobile phones	1	3
(c) Laptops	0	0
(d) Desktop computers	0	0
(e) Printers	0	0
(f) Scanners	0	0
(g) Photocopiers	0	0
(h) Estimated total value of items (a)–(g) lost or stolen	\$800	\$1,200

Department of Premier and Cabinet

(a) 2016–17: 0

2017–18: 1

(b) 2016–17: 1

2017–18: 1

(c) 2016–17: 0

2017–18: 0

(d) 2016–17: 0

2017–18: 0

(e) 2016–17: 0

2017–18: 0

(f) 2016–17: 0

2017–18: 0

(g) 2016–17: 0

2017–18: 0

(h) Approximate total value \$1,340.

The Department of Jobs, Tourism, Science and Innovation advises:

(a) Nil.

(b) One mobile phone was lost in 2016–17.

(c) Nil.

(d) Nil.

(e) Nil.

(f) Nil.

(g) Nil.

(h) The estimated total value of item lost (b) is \$300.

## MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS — LOST OR STOLEN DEVICES

**3532. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask how many of the following devices have been reported as either lost or stolen in 2016–17 and 2017–18:

- (a) Mobile tablet devices;
- (b) Mobile phones;
- (c) Laptops;
- (d) Desktop computers;
- (e) Printers;
- (f) Scanners;
- (g) Photocopiers; and
- (h) What is the estimated total value of items (a)–(g) lost or stolen?

**Mr P. Papalia replied:**Department of Education

Item	2016–17		2017–18	
	Lost	Stolen	Lost	Stolen
Mobile tablet devices	2	34	0	49
Mobile phones	1	14	3	7
Laptops	11	151	5	88
Desktop computers	2	8	0	5
Printers	0	1	0	0
Scanners	0	0	0	1
Photocopiers	0	0	0	0
Estimated total value of items lost or stolen (\$)	7 835.00	195 393.50	5 168.00	99 455.59

The information in this response is for all parts of the Department of Education, including, public schools.

Department of Training and Workforce Development

	2016–17	2017–18
(a) Mobile tablets	1	2
(b) Mobile phones	0	1
(c) Laptops	0	0
(d) Desktop computers	0	0
(e) Printers	0	0
(f) Scanners	0	0
(g) Photocopiers	0	0
(h) Estimated total value	\$450	\$1 399

North Metropolitan TAFE

	2016–17	2017–18
(a) Mobile tablets	1	3
(b) Mobile phones	2	0
(c) Laptops	1	2



(d) Desktop computers	0	0
(e) Printers	0	0
(f) Scanners	0	0
(g) Photocopiers	0	0
(h) Estimated total value	\$3,543.86	\$5,940.09

South Metropolitan TAFE

	<b>2016-17</b>	<b>2017-18</b>
(a) Mobile tablets	0	0
(b) Mobile phones	0	0
(c) Laptops	0	1
(d) Desktop computers	0	0
(e) Printers	0	0
(f) Scanners	0	0
(g) Photocopiers	0	0
(h) Estimated total value	\$0	\$962

North Regional TAFE

	<b>2016-17</b>	<b>2017-18</b>
(a) Mobile tablets	0	0
(b) Mobile phones	0	1
(c) Laptops	0	0
(d) Desktop computers	0	0
(e) Printers	0	0
(f) Scanners	0	0
(g) Photocopiers	0	0
(h) Estimated total value	\$0	\$289

Central Regional TAFE

(a)–(g) Nil.

(h) Not Applicable.

South Regional TAFE

	<b>2016-17</b>	<b>2017-18</b>
(a) Mobile tablets	3	1
(b) Mobile phones	0	1
(c) Laptops	2	1
(d) Desktop computers	0	0
(e) Printers	0	0
(f) Scanners	0	0
(g) Photocopiers	0	0
(h) Estimated total value	\$125	\$600

Building Construction Industry Training Fund

(a)–(g) Nil.

(h) Not Applicable.

## MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS — LOST OR STOLEN DEVICES

**3535. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask how many of the following devices have been reported as either lost or stolen in 2016–17 and 2017–18:

- (a) Mobile tablet devices;
- (b) Mobile phones;
- (c) Laptops;
- (d) Desktop computers;
- (e) Printers;
- (f) Scanners;
- (g) Photocopiers; and
- (h) What is the estimated total value of items (a)–(g) lost or stolen?

**Mr M. McGowan replied:**

(a)–(h) [See tabled paper no 1703.]

## MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS — LOST OR STOLEN DEVICES

**3536. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask how many of the following devices have been reported as either lost or stolen in 2016–17 and 2017–18:

- (a) Mobile tablet devices;
- (b) Mobile phones;
- (c) Laptops;
- (d) Desktop computers;
- (e) Printers;
- (f) Scanners;
- (g) Photocopiers; and
- (h) What is the estimated total value of items (a)–(g) lost or stolen?

**Mr F.M. Logan replied:**

The Department of Justice advises:

For the former Department of Corrective Services in 2016–2017:

- (a) There were no mobile tablet devices reported as either lost or stolen;
- (b) There were two (2) mobile phones reported as either lost or stolen;
- (c) There were 2 laptops reported as either lost or stolen;
- (d) There were 2 desktop computers reported as either lost or stolen;
- (e) There were no printers reported as either lost or stolen;
- (f) There were no scanners reported as either lost or stolen;
- (g) There were no photocopiers reported as either lost or stolen;
- (h) The estimated total value of items (a)–(g) lost or stolen was \$4453.

The Department of Justice advises in 2017 – 2018:

- (a) There were no mobile tablet devices reported as either lost or stolen;
- (b) There were three (3) mobile phones reported as either lost or stolen;
- (c) There were three (3) laptops reported as either lost or stolen;
- (d) There were two (2) desktop computers reported as either lost or stolen;
- (e) There were no printers reported as either lost or stolen;
- (f) There were no scanners reported as either lost or stolen;
- (g) There were no photocopiers reported as either lost or stolen;
- (h) The estimated total value of items (a)–(g) lost or stolen was \$6640.

The Department of Fire and Emergency Services (DFES) advises:

DFES advises that the following devices have been reported lost or stolen:

	<b>2016–17</b>	<b>2017–18</b>
(a) Mobile tablet devices	Two (2)	Two (2)
(b) Mobile phones	Four (4)	Four (4)
(c) Laptops	One (1)	Nil
(d) Desktop computers	Nil	Nil
(e) Printers	Nil	Nil
(f) Scanners	Nil	Nil
(g) Photocopiers	Nil	Nil
(h) Value of items (a)–(g)	\$9,310	\$8,656

The Office of the Inspector of Custodial Services advises:

- (a) None.
- (b) None.
- (c) None.
- (d) None.
- (e) None.
- (f) None.
- (g) None.
- (h) Nil.

#### MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS — LOST OR STOLEN DEVICES

##### **3537. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask how many of the following devices have been reported as either lost or stolen in 2016–17 and 2017–18:

- (a) Mobile tablet devices;
- (b) Mobile phones;
- (c) Laptops;
- (d) Desktop computers;
- (e) Printers;
- (f) Scanners;
- (g) Photocopiers; and
- (h) What is the estimated total value of items (a)–(g) lost or stolen?

##### **Mr D.A. Templeman replied:**

(a)–(h) [See tabled paper no 1697.]

#### TREASURER — PORTFOLIOS — LOST OR STOLEN DEVICES

##### **3540. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask how many of the following devices have been reported as either lost or stolen in 2016–17 and 2017–18:

- (a) Mobile tablet devices;
- (b) Mobile phones;
- (c) Laptops;
- (d) Desktop computers;
- (e) Printers;
- (f) Scanners;
- (g) Photocopiers; and
- (h) What is the estimated total value of items (a)–(g) lost or stolen?

**Mr B.S. Wyatt replied:**Department of Treasury

- |     |                   |              |
|-----|-------------------|--------------|
| (a) | 2016–17 nil,      | 2017–18 nil; |
| (b) | 2016–17 1 device, | 2017–18 nil; |
| (c) | 2016–17 1 device, | 2017–18 nil; |
| (d) | 2016–17 nil,      | 2017–18 nil; |
| (e) | 2016–17 nil,      | 2017–18 nil; |
| (f) | 2016–17 nil,      | 2017–18 nil; |
| (g) | 2016–17 nil,      | 2017–18 nil; |
| (h) | 2016–17 \$2,100,  | 2017–18 nil. |

Department of Finance

- |         |                |                |
|---------|----------------|----------------|
| (a)     | Nil.           |                |
| (b)     | Two – 2016–17; | five – 2017–18 |
| (c)     | One – 2016–17; | nil – 2017–18  |
| (d)–(g) | Nil.           |                |
| (h)     | \$5,148        |                |

Western Australia Treasury Corporation

- |         |                 |
|---------|-----------------|
| (a)–(g) | Nil.            |
| (h)     | Not applicable. |

Economic Regulation Authority

- |     |       |
|-----|-------|
| (a) | Nil.  |
| (b) | One   |
| (c) | Nil.  |
| (d) | Nil.  |
| (e) | Nil.  |
| (f) | Nil.  |
| (g) | Nil.  |
| (h) | \$900 |

Department of Planning, Lands and Heritage

Former Department of Aboriginal Affairs (2016–17)

- |         |      |
|---------|------|
| (a)–(h) | Nil. |
|---------|------|

Department of Planning, Lands and Heritage (2017–18)

- |         |   |
|---------|---|
| (a)–(h) | Please refer to Legislative Assembly question on notice 3543. |
|---------|---|

Aboriginal Policy and Coordination Unit

- |         |   |
|---------|---|
| (a)–(h) | Please refer to Legislative Assembly Question on Notice 3530. |
|---------|---|

Western Power

No devices were reported lost or stolen devices in 2016/17.

In 2017/18:

- |         |         |
|---------|---------|
| (a)     | 2       |
| (b)     | 2       |
| (c)–(g) | Nil.    |
| (h)     | \$4,969 |

Synergy

	<b>2016–17 (Lost/Stolen)</b>	<b>2016–17 estimated value</b>	<b>2017–18 (Lost/Stolen)</b>	<b>2017–18 estimated value</b>
<b>Mobile tablet devices</b>	0	0	0	0
<b>Mobile phones</b>	0	0	8	\$3,563 (new replacement)
<b>Laptops</b>	31	\$62,000	1	\$2,000
<b>Desktop Computers</b>	54	\$54,000		
<b>Printers</b>	0		0	
<b>Scanners</b>	0		0	
<b>Photocopiers</b>	0		0	
<b>Total</b>	85	\$116,000	9	\$5,563

Horizon Power

- (a) 3
- (b) 8
- (c) Nil (3 reported stolen, found and returned by police).
- (d) 1
- (e) Nil.
- (f) Nil.
- (g) Nil.
- (h) \$5,800

Government Employees Superannuation Board

- (a)–(g) Nil.
- (h) Not applicable.

Fire and Emergency Services Superannuation Fund

- (a)–(g) Nil.
- (h) Not applicable.

Insurance Commission of Western Australia

- (a) Nil.
- (b) One.
- (c) Nil.
- (d) Nil.
- (e) Nil.
- (f) Nil.
- (g) Nil.
- (h) \$758

Office of the Auditor General

- (a) Nil.
- (b) Nil.
- (c) One.
- (d) Nil.
- (e) Nil.
- (f) Nil.
- (g) Nil.
- (h) \$2,200

## MINISTER FOR TOURISM — PORTFOLIOS — LOST OR STOLEN DEVICES

**3541. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

In respect of the Minister's portfolio responsibilities for any of their departments, agencies, government trading enterprises or boards, I ask how many of the following devices have been reported as either lost or stolen in 2016–17 and 2017–18:

- (a) Mobile tablet devices;
- (b) Mobile phones;
- (c) Laptops;
- (d) Desktop computers;
- (e) Printers;
- (f) Scanners;
- (g) Photocopiers; and
- (h) What is the estimated total value of items (a)–(g) lost or stolen?

**Mr P. Papalia replied:**Tourism Portfolio

Tourism Western Australia

2016–2017

- (a) Nil.
- (b) 1
- (c)–(g) Nil.
- (h) \$300

2017–2018

Please refer to Legislative Assembly Question on Notice 3530.

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3533.

Racing and Gaming Portfolio

Racing, Gaming and Liquor Division

2016–2017

- (a)–(h) Nil.

2017–2018

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3537

Racing and Wagering Western Australia (RWVA)

- (a) Nil.
- (b) 3
- (c)–(g) Nil.
- (h) \$560

Western Australian Greyhound Racing Association (WAGRA)

- (a)–(g) Nil.
- (h) Not applicable.

Burswood Park Board (BPB)

- (a)–(g) Nil.
- (h) Not applicable.

Small Business Portfolio

Small Business Development Corporation

2016/17: (a)–(h) Nil.

2017/18: (a)–(h) Nil.

Defence Issues Portfolio

2016/17: Please refer to Legislative Assembly Question on Notice 3542.

2017/18: Please refer to Legislative Assembly Question on Notice 3530.

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3537.

## PREMIER — PORTFOLIOS — COMPLAINTS

**3547. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
- (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
- (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr M. McGowan replied:**Goldcorp

	2016–17	2017–18
Complaints Raised	22	23
Complaints Resolved and Closed	21	22
Pending Action	1	
Unresolved		1

Lotterywest

- (a) During the 2016–17 Financial year Lotterywest received the following complaints:

(i) How many complaints were received by the department	236
(ii) How many complaints were successfully resolved and closed	230
(iii) How many complaints are pending action	0
(iv) How many complaints were unable to be resolved	18*

- (b) During the 2017–18 Financial year Lotterywest received the following complaints:

(i) How many complaints were received by the department	181
(ii) How many complaints were successfully resolved and closed	199
(iii) How many complaints are pending action	0
(iv) How many complaints were unable to be resolved	2*

\*These complaints were resolved in the following financial year.

Public Sector Commission

- (a) During the 2016–17 financial year:
- (i) The Commission received two complaints under its customer service charter
  - (ii) Two complaints were resolved successfully and closed
  - (iii) Nil.
  - (iv) Nil.
- (b) During the 2017–18 financial year:
- (i) The Commission received nil complaints under its customer service charter
  - (ii) Nil.
  - (iii) Nil.
  - (iv) Nil.

Premier and Cabinet, Salaries and Allowances Tribunal and Department of Jobs, Tourism, Science and Innovation

(a)–(b) Nil.

## MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS — COMPLAINTS

**3549. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
- (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
- (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr P. Papalia replied:**Department of Education

(a)–(b)	2016–17	2017–18
(i)	732	813
(ii)	925	944
(iii)	249	208
(iv)	10	6

The data provided relates to staff misconduct at the Department of Education received by the Standards and Integrity Directorate.

The number of complaints received in one year may not be the same as the number resolved that same year, as resolution may occur in subsequent years.

A complaint may consist of several allegations. The information reported in the response related to the number of allegations in 2016–17 and 2017–18. The figures include allegations managed at both central and local level.

For questions (a)(iii) and (b)(iii), the information relates to the number of complaints pending action as at 30 June for each of the financial years reported.

Reasons for allegations deemed unable to resolve include:

- respondent unable to assist or respond to the investigation due to extended medical leave;
- respondent is deceased;
- investigation ceased due to respondent being dismissed for a prior case; or
- respondent became a former employee during the course of the investigation, whereby there was no legislative provision to continue the investigation.



Department of Training and Workforce Development

<b>(a)–(b)</b>	<b>2016–17</b>	<b>2017–18</b>
(i)	116	78
(ii)	116	78
(iii)	Nil	Nil
(iv)	Nil	Nil

North Metropolitan TAFE

<b>(a)–(b)</b>	<b>2016–17</b>	<b>2017–18</b>
(i)	236	313
(ii)	233	301
(iii)	Nil	9
(iv)	3	3

South Metropolitan TAFE

<b>(a)–(b)</b>	<b>2016–17</b>	<b>2017–18</b>
(i)	184	257
(ii)	184	256
(iii)	Nil	1
(iv)	Nil	Nil

North Regional TAFE

<b>(a)–(b)</b>	<b>2016–17</b>	<b>2017–18</b>
(i)	3	4
(ii)	3	4
(iii)	Nil	Nil
(iv)	Nil	Nil

Central Regional TAFE

<b>(a)–(b)</b>	<b>2016–17</b>	<b>2017–18</b>
(i)	13	19
(ii)	12	19
(iii)	Nil	Nil
(iv)	1	Nil

South Regional TAFE

<b>(a)–(b)</b>	<b>2016–17</b>	<b>2017–18</b>
(i)	77	54
(ii)	66	54
(iii)	Nil	Nil
(iv)	11	Nil

Building Construction Industry Training Fund

<b>(a)–(b)</b>	<b>2016–17</b>	<b>2017–18</b>
(i)	Nil	Nil
(ii)	Nil	Nil
(iii)	Nil	Nil
(iv)	Nil	Nil

## MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS — COMPLAINTS

**3552. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr M. McGowan replied:**

(a)–(b) [See tabled paper no 1704.]

## MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS — COMPLAINTS

**3553. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr F.M. Logan replied:**

The Office of the Inspector of Custodial Services advises:

Nil.

The Department of Fire and Emergency Services advises:

Only complaints received via the Customer Feedback System have been included in this response.

- (a) For the 2016–17 financial year:
  - (i) 60 complaints were received through the Customer Feedback System;
  - (ii)–(iv) Unknown. This information was not recorded.
- (b) For the 2017–18 financial year:
  - (i) 60 complaints were received through the Customer Feedback System;
  - (ii) 59 complaints have been closed, this figure includes items where further information was requested in order to proceed with the complaint but no response was received.
  - (iii) 1 complaint is still being addressed; and
  - (iv) No complaints were unable to be resolved.

For the Department of Justice please see Legislative Assembly Question on Notice 3555.

## MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS — COMPLAINTS

**3554. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr D.A. Templeman replied:**

- (a)–(b) [See tabled paper no 1698.]

## MINISTER FOR SENIORS AND AGEING — PORTFOLIOS — COMPLAINTS

**3556. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr M.P. Murray replied:**Former Department of Local Government and Communities

- (a) (i)–(iv) Please refer to Legislative Assembly Question on Notice no 3562.
- (b) (i)–(iv) Not applicable.

Department of Communities

- (a) (i)–(iv) Not applicable.
- (b) (i)–(iv) Please refer to Legislative Assembly Question on Notice no 3562.

Former Department of Sport and Recreation

- (a) (i)–(iv) Nil.
- (b) (i)–(iv) Not applicable.

Sport and Recreation (WA)

- (a) (i)–(iv) Not applicable.
- (b) (i)–(iv) Please refer to Legislative Assembly Question on Notice no 3554.

## TREASURER — PORTFOLIOS — COMPLAINTS

**3557. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr B.S. Wyatt replied:**Department of Treasury

- (a) (i) Nil.  
(ii)–(iv) Not applicable.
- (b) (i) One  
(ii) One  
(iii) Nil.  
(iv) Nil.

Department of Finance

- (a) (i) 1,110  
(ii) 1,110  
(iii) Nil.  
(iv) Nil.
- (b) (i) 72  
(ii) 70  
(iii) 2  
(iv) Nil.

Western Australia Treasury Corporation

- (a) (i) Nil.  
(ii)–(iv) Not applicable.
- (b) (i) Nil.  
(ii)–(iv) Not applicable.

Economic Regulation Authority

- (a) (i) Nil.  
(ii)–(iv) Not applicable.
- (b) (i) Nil.  
(ii)–(iv) Not applicable.

Department of Planning, Lands and Heritage

Former Department of Aboriginal Affairs

- (a) (i)–(iv) Nil.
- (b) Not applicable.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3560.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly Question on Notice 3547.

Western Power

- (a) (i) 1629  
 (ii) 1629  
 (ii) 0  
 (iii) 0
- (b) (i) 1793  
 (ii) 1789  
 (ii) 4  
 (iii) 0

Synergy

- (a) (i) 2,111  
 (ii) 2,111  
 (iii) 0  
 (iv) 0
- (b) (i) 2,262  
 (ii) 2,249  
 (iii) 13  
 (iv) 0

Horizon Power

- (a) (i) 263  
 (ii) 263  
 (iii) Nil.  
 (iv) Nil.
- (b) (i) 131  
 (ii) 131  
 (iii) Nil.  
 (iv) Nil.

Government Employees Superannuation Board

	(a) 2016–17	(b) 2017–18
(i)	271	248
(ii)	271	248
(iii)	3	0
(iv)	3	0

Fire and Emergency Services Superannuation Fund

- (a) (i) Nil.  
 (ii)–(iv) Not applicable.
- (b) (i) Nil.  
 (ii)–(iv) Not applicable.

Insurance Commission of Western Australia

- (a) (i) 17  
 (ii) 17  
 (iii) Nil.  
 (iv) Nil.

- (b) (i) 16
- (ii) 16
- (iii) Nil.
- (iv) Nil.

Office of the Auditor General

- (a) (i) 1
- (ii) 1
- (iii) Nil.
- (iv) Nil.
- (b) (i) 1
- (ii) 1
- (iii) Nil.
- (iv) Nil.

MINISTER FOR TOURISM — PORTFOLIOS — COMPLAINTS

**3558. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

- (a) (i) 56
- (ii) 56
- (iii) none.
- (iv) none.

- (b) Please refer to Legislative Assembly Question on Notice 3547.

Rottneet Island Authority

Please refer to Legislative Assembly Question on Notice 3550.

Racing and Gaming Portfolio

Racing, Gaming and Liquor Division

- (a) (i) 1
- (ii) 1
- (iii) Nil.
- (iv) Nil.

- (b) For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3554

**Racing and Wagering Western Australia (RWWA)**

- (a) (i) 2,863\*  
 (ii) 2,862  
 (iii) Nil.  
 (iv) 1\*\*
- (b) (i) 2,528\*  
 (ii) 2,519  
 (iii) 9\*\*  
 (iv) Nil.

\* *Note: Customer feedback database does not distinguish complaint versus compliment.*

\*\* *The unresolved/pending complaints relate to racing industry participant financial disputes and Stewards inquiries.*

**Western Australian Greyhound Racing Association (WAGRA)**

- (a) (i) 1  
 (ii) Nil.  
 (iii) Nil.  
 (iv) 1
- (b) (i) Nil.  
 (ii) Nil.  
 (iii) Nil.  
 (iv) Nil.

**Burswood Park Board (BPB)**

- (a) (i) 5  
 (ii) 5  
 (iii) Nil.  
 (iv) Nil.
- (b) (i) 2  
 (ii) 2  
 (iii) Nil.  
 (iv) Nil.

**Small Business Portfolio****Small Business Development Corporation**

- (a) (i) One.  
 (ii) One.  
 (iii) Nil.  
 (iv) Nil.
- (b) (i) One.  
 (ii) One.  
 (iii) Nil.  
 (iv) Nil.

**Defence Issues Portfolio**

- (a) (i)–(iv) Nil.
- (b) Please refer to Legislative Assembly Question on Notice 3547.

**Citizenship and Multicultural Interests Portfolio**

Please refer to Legislative Assembly Question on Notice 3554.

## MINISTER FOR MINES AND PETROLEUM — PORTFOLIOS — COMPLAINTS

**3559. Mr Z.R.F. Kirkup to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Mr W.J. Johnston replied:**Department of Mines, Industry Regulation and Safety:

- (a) For the 2016–17 financial year:
  - Department of Mines and Petroleum
    - (i) 22
    - (ii) 22
    - (iii) Nil.
    - (iv) Nil.
  - Department of Commerce
    - (i) 48
    - (ii) 39
    - (iii) 3
    - (iv) Nil.
- (b) For the 2017–18 financial year:
  - Department of Mines, Industry Regulation and Safety
    - (i) 92
    - (ii) 44
    - (iii) 6
    - (iv) Nil.

Mineral Research Institute WA:

- (a) For the 2016–17 financial year:
  - (i) Nil.
  - (ii)–(iv) Not applicable.
- (b) For the 2017–18 financial year:
  - (i) Nil.
  - (ii)–(iv) Not applicable.

WA Industrial Relations Commission:

- (a) For the 2016–17 financial year:
  - (i) 1
  - (ii) 1
  - (iii) Nil.
  - (iv) Nil.



- (b) For the 2017–18 financial year:
  - (i) 1
  - (ii) 1
  - (iii) Nil.
  - (iv) Nil.

WorkCover WA:

- (a) For the 2016–17 financial year:
  - (i) 4
  - (ii) 4
  - (iii) Nil.
  - (iv) Nil.
- (b) For the 2017–18 financial year:
  - (i) 8
  - (ii) 8
  - (iii) Nil.
  - (iv) Nil.

Construction Industry Long Service Leave Payments Board (MyLeave):

- (a) For the 2016–17 financial year:
  - (i) Nil.
  - (ii)–(iv) Not applicable.
- (b) For the 2017–18 financial year:
  - (i) Nil.
  - (ii)–(iv) Not applicable.

WA Electoral Commission:

- (a) For the 2016–17 financial year:
  - (i) 54 (Greater number than usual due to State election March 2017)
  - (ii) 54
  - (iii) Nil.
  - (iv) Nil.
- (b) For the 2017–18 financial year:
  - (i) 46 (Greater number than usual due to Local Government elections October 2017)
  - (ii) 46
  - (iii) Nil.
  - (iv) Nil.

## MINISTER FOR TRANSPORT — PORTFOLIOS — COMPLAINTS

**3560. Mr Z.R.F. Kirkup to the Minister for Transport; Planning; Lands:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Ms R. Saffioti replied:**Former Department of Planning

- (a) (i) 6
- (ii) 6
- (iii)–(iv) Nil.
- (b) Not applicable.

Former Department of Lands

- (a) (i) 2
- (ii) 2
- (iii)–(iv) Nil.
- (b) Not applicable.

Department of Planning, Lands and Heritage

- (a) Not applicable.
- (b) (i) 1
- (ii) 1
- (iii)–(iv) Not applicable.

Landcorp

- (a) (i) 21
- (ii) 21
- (iii)–(iv) Nil.
- (b) (i) 32
- (ii) 32
- (iii)–(iv) Nil.

Landgate

- (a) (i) 218
- (ii) 218
- (iii)–(iv) Nil.
- (b) (i) 317
- (ii) 308
- (iii) 9
- (iv) Nil.

Metropolitan Redevelopment Authority

- (a) (i) 18
- (ii) 18
- (iii)–(iv) Nil.
- (b) (i) 55
- (ii) 55
- (iii)–(iv) Nil.

\*Department of Transport

- (a) 1,966
- (b) 2,166

\*Main Roads Western Australia

- (a) 6,717
- (b) 5,363

\*Public Transport Authority

- (a) 17,453
- (b) 18,335

\*Fremantle Ports Authority

- (a) 72
- (b) 69

\*Kimberley Ports Authority

- (a) 8
- (b) 3

\*Mid West Ports Authority

- (a) 10
- (b) 22

\*Pilbara Ports Authority

- (a) 1
- (b) 3

\*Southern Ports Authority

- (a) 6
- (b) 28

\*The total number of complaints received have been provided via each agency's respective primary complaints management system. The Minister is not prepared to devote further resources to the provision of further detailed information. If the member has a query about a specific complaint, the member can ask that question

## MINISTER FOR CHILD PROTECTION — PORTFOLIOS — COMPLAINTS

**3562. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

In respect of the Minister's portfolio responsibilities for departments, agencies, and publicly owned corporations:

- (a) During the 2016–17 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved; and
- (b) During the 2017–18 financial year:
  - (i) How many complaints were received by the department;
  - (ii) How many complaints were successfully resolved and closed;
  - (iii) How many complaints are pending action; and
  - (iv) How many complaints were unable to be resolved?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

This answer also encompasses the Department of Communities and the legacy agencies whose functions were amalgamated into the Department of Communities from 1 July 2017.

The disparity in scale and number of complaints is associated with the processes and criteria for reporting complaints which have been inherited from the legacy agencies. These processes and criteria are still currently upheld by the Department of Communities.

- (a) In the 2016–17 financial year, the Department of Communities' legacy agencies received the following formal complaints:

Department for Child Protection and Family Support

- (i) 473
- (ii) 473

- (iii) Nil.
- (iv) Not applicable.

Housing Authority

- (i)–(ii) 773
- (iii)–(iv) Nil.

Disability Services Commission

- (i) 67
- (ii) 26 resolved to complaints satisfaction, 15 neither agree or disagree, 23 did not respond.
- (iii) Nil.
- (iv) Resolution was offered to all, three not resolved to complainant's satisfaction.

Department of Local Government and Communities

- (i)– Nil.
- (ii)–(iv) – Not applicable.

- (b) During the 2017–18 financial year, the Department of Communities received formal complaints applicable to the following Ministerial portfolios:

Child Protection

- (i) 357
- (ii) 341
- (iii) 16
- (iv) Unable to determine.

Housing

- (i)–(ii) 781
- (iii)–(iv) Nil.

Disability Services

- (i) 30
- (ii) 18 resolved to complainant's satisfaction. One complainant neither agreed or disagreed; seven complainants did not respond.
- (iii) Nil pending action. Two complaints remain open, with action having been taken and the Department of Communities awaiting response from the complainants.
- (iv) Resolution was offered to all. Two complaints were not resolved to complainant's satisfaction.

PREMIER — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3564. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr M. McGowan replied:**

Goldcorp, Lotterywest, Premier and Cabinet, Public Sector Commission, Salaries and Allowances Tribunal, Department of Jobs, Tourism, Science and Innovation advises:

No.

- (a)–(c) Not applicable.

MINISTER FOR HEALTH — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3565. Mr Z.R.F. Kirkup to the Deputy Premier; Minister for Health; Mental Health:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr R.H. Cook replied:**

I am advised that:

No.

- (a)–(c) Not applicable.

MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3566. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr P. Papalia replied:**

Department of Education

This answer encompasses department of education, central and regional education offices, only. To answer this question for schools would require a survey to be completed by all schools. This has not been undertaken.

Department of Training and Workforce Development

North Metropolitan TAFE

South Metropolitan TAFE

North Regional TAFE

Central Regional TAFE

South Regional TAFE

Building Construction Industry Training Fund

No.

- (a)–(c) Not applicable.

MINISTER FOR ENVIRONMENT — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3567. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr R.R. Whitby replied:**

For the Department of Biodiversity, Conservation and Attraction

(a)–(c) Nil.

MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3569. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr M. McGowan replied:**

No.

(a)–(c) Not Applicable.

MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3570. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr F.M. Logan replied:**

No.

MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3571. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr D.A. Templeman replied:**

Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

No.

(a)–(c) Not applicable.

Metropolitan Cemeteries Board

No.

(a)–(c) Not applicable.

National Trust of Western Australia

No.

(a)–(c) Not applicable.

Heritage Council of Western Australia

No.

(a)–(c) Not applicable.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3577.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3573. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr M.P. Murray replied:**Combat Sports Commission

No.

- (a)–(c) Not applicable.

VenuesWest

No.

- (a)–(c) Not applicable.

WAIS

No.

- (a)–(c) Not applicable.

Department of Communities

Please refer to Legislative Assembly Question on Notice no 3579.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no 3571.

TREASURER — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3574. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr B.S. Wyatt replied:**Department of Treasury

No.

- (a)–(c) Not applicable.

Department of Finance

No.

- (a)–(c) Not applicable.

Western Australia Treasury Corporation

No.

- (a)–(c) Not applicable.

Economic Regulation Authority

No.

- (a)–(c) Not applicable.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3577.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly question on notice 3564.

Western Power

Two operational events.

- (a) and (c) one at Forrestfield depot for approximately 100 staff, and the Waroona depot for approximately 60 staff.
- (b) The total cost for both events was \$507, all of which related to food.

Synergy

Yes.

- (a) Breakfast at the Mount Street Breakfast Bar.
- (b) Total cost \$163.
- (c) Seven Synergy employees.

Horizon Power

There were three events as follows:

## Esperance

- (a) At Coffee Cat (mobile coffee) and The Loose Goose Bar and Restaurant
- (b) Food: \$1,365.00  
Beverages: (non-alcoholic) \$265.50  
Beverages: (alcoholic) \$283.70  
Total cost: \$1,914.20
- (c) 72 Horizon Power employees in attendance

## Port Hedland

- (a) At the Horizon Power Depot, Port Hedland
- (b) Food – \$124.54  
Total cost: \$124.54
- (c) 12 Horizon Power employees in attendance

## Karratha

- (a) At the Horizon Power Depot, Karratha
- (b) Food: \$138.53  
Beverages: \$91.97  
Total cost: \$230.50
- (c) 20 Horizon Power employees in attendance

Government Employees Superannuation Board

- (a) Level23, David Malcolm Justice Centre, 28 Barrack St Perth.
- (b)

Items	Cost
<b>Woolworths</b>	
Scones	\$23.00
Cream	\$ 7.20
Jam	\$ 5.00
<b>Golden Bakery</b>	
Fruit Platter	\$26.00
Mini Beef Pies	\$34.00
Sausage Rolls	\$30.00
Mini Cheese Quiches	\$17.00
<b>Total [including GST]</b>	<b>\$142.20</b>



(c) GESB Staff

Fire and Emergency Services Superannuation Fund

No.

(a)–(c) Not applicable.

Insurance Commission of Western Australia

No.

(a)–(c) Not applicable.

Office of the Auditor General

No.

(a)–(c) Not applicable.

MINISTER FOR TOURISM — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3575. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3564.

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3567.

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3571.

Racing and Wagering Western Australia (RWWA)

(a)–(c) Not applicable.

Western Australian Greyhound Racing Association (WAGRA)

(a)–(c) Nil.

Burswood Park Board (BPB)

(a)–(c) Nil.

Small Business Portfolio

Small Business Development Corporation

The Small Business Development Corporation (SBDC) held a sundowner on 29 June 2018 to acknowledge staff achievements throughout the 2017/18 financial year.

- (a) Onsite at Level 2, 140 William Street, Perth.
- (b) Each attendee paid for refreshments, with the SBDC contributing a total of \$120 towards the cost of finger food and snacks.
- (c) All SBDC staff were invited; around 20 attended.

Defence Issues Portfolio

Please refer to Legislative Assembly Question on Notice 3564.

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3571.

MINISTER FOR TRANSPORT — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3577. Mr Z.R.F. Kirkup to the Minister for Transport; Planning; Lands:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Ms R. Saffioti replied:**

Department of Planning, Lands and Heritage

No.

- (a)–(c) Not applicable.

Western Australian Planning Commission

No.

- (a)–(c) Not applicable.

Department of Transport

No.

- (a)–(c) Not applicable.

Main Roads Western Australia

No.

- (a)–(c) Not applicable.

Public Transport Authority

No.

- (a)–(c) Not applicable.

Fremantle Ports Authority

No.

- (a)–(c) Not applicable.

Kimberley Ports Authority

No.

- (a)–(c) Not applicable.

Mid West Ports Authority

No.

- (a)–(c) Not applicable.

Pilbara Ports Authority

No.

- (a)–(c) Not applicable.

Southern Ports Authority

No.

- (a)–(c) Not applicable.

Landcorp

No.

- (a)–(c) Not applicable.

Landgate

No.

- (a)–(c) Not applicable.

Metropolitan Redevelopment Authority

No.

- (a)–(c) Not applicable.

MINISTER FOR HOUSING — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3578. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3579.

MINISTER FOR CHILD PROTECTION — PORTFOLIOS —  
END-OF-FINANCIAL-YEAR PARTIES, SPECIAL MEETINGS AND EVENTS

**3579. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

In respect of the Minister's portfolio responsibilities for departments, agencies, boards or publicly owned corporations, are or were there any parties, special meetings or events held or planned in order to celebrate the end of the 2017–18 financial year at taxpayer's expense, and if so:

- (a) Where was the event/party/meeting held;
- (b) What was the breakdown of total costs; and
- (c) Who attended the event/party/meeting?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

- (a)–(c) With respect to the Department of Communities, no such events were held or planned.

MINISTER FOR HEALTH — PORTFOLIOS — OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3582. Mr Z.R.F. Kirkup to the Deputy Premier; Minister for Health; Mental Health:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister's portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr R.H. Cook replied:**

Department of Health and health service providers advise:

No.

- (a)–(d) Not applicable.

Mental Health Commission advises:

No.

- (a)–(d) Not applicable.

Health & Disability Services Complaints Office advises:

No.

- (a)–(d) Not applicable.

Healthway advises:

Yes.

- (a) Ascender, based in Australia.
- (b) 2017/18 paid \$27,390.
- (c) Names, addresses, phone number, bank details, Tax File Number (TFN), superannuation fund, position title, level to determine pay rate, full-time or part-time, permanent or contract.
- (d) No.
  - (i) Not applicable.

Animal Resources Authority advises:

Yes.

- (a) ADP – Australia.
- (b) \$37,392.24
- (c) Names, addresses, bank details.
- (d) No.
  - (i) Not applicable.

MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3583. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister’s portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr P. Papalia replied:**Department of EducationDepartment of Training and Workforce DevelopmentNorth Metropolitan TAFESouth Metropolitan TAFENorth Regional TAFECentral Regional TAFESouth Regional TAFE

- (a) No. Not applicable.
- (b)–(d) (i) Not applicable.

Building and Construction Industry Training Fund

- (a) ADP – Australia
- (b) \$6 100
- (c) Name, address, tax file number, bank details, pay rates, hours worked.
- (d) No.
  - (i) Not applicable.

MINISTER FOR ENVIRONMENT — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3584. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister’s portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr R.R. Whitby replied:**

For the Department of Biodiversity, Conservation and Attraction

- (a) Botanic Gardens and Parks Authority (BGPA) outsourced their payroll processing to Ascender Pay; Ascender Pay is an Australian based company.
- (b) \$67,065.73 GST exclusive.
- (c) BGPA provided employee and employer data; name, address, private phone contact details, email addresses, bank details, emergency contact details, next of kin details, equal employment opportunity details, payroll award/classification levels, superannuation provider details and agency/employer banks account details.
- (d) No.
  - (i) Not applicable.

MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3586. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister’s portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr M. McGowan replied:**

No.

- (a)–(d) (i) Not Applicable.

MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3587. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister’s portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;

- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr F.M. Logan replied:**

The Office of the Inspector of Custodial Services is clustered with other smaller agencies to make up 100 employees. This is the threshold which makes outsourcing payroll services economical.

- (a) Ascender. The team that supports our needs is based in Bentley, Western Australia.
- (b) \$13k annually for 20 staff.
- (c) All relevant employee details including:
  - Name
  - Address
  - DOB
  - FBT reportable annually
  - Place of birth
  - Superannuation provider
  - Other
- (d) None.
  - (i) Not applicable.

The Department of Justice advises:

- (a) Ascender Pay Pty Ltd, Australia.
 

The contract for Attorney General is an in-house payroll processing model where the Department updates and processes the payroll in-house, with Ascender providing software as a service (SaaS) database server hosting arrangements.

The Department of Justice currently has two Payroll and HR Management System contractual arrangements. The contract for Corrective Services is a largely outsourced model where Ascender updates the employee details, processes the payroll and provides software as a service (SaaS) database server hosting arrangements.
- (b) \$2,577,790 for Corrective Services. \$535,954 for Attorney General.
- (c) All required employee data is securely stored in the Ascender Human Resources Management System (HRMS) required to process the payroll and provide the Department of Justice with human resource reporting and analytics. This includes: names, addresses, bank account details, leave details, tax file numbers, salary information, contract details, superannuation information, emergency contacts and any salary packaging arrangements.
- (d) There has been no reported privacy breaches.
  - (i) N/A

The Department of Fire and Emergency Services (DFES) advises that payroll is managed in-house.

MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3588. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister's portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and

- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
- (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr D.A. Templeman replied:**Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

- (a) The former Departments of Racing Gaming and Liquor, Department of Local Government and Communities and the Racing and Penalties Appeals Tribunal, Gaming and Wagering Commission, utilised Aurion – Australia.
- (b) \$101 218.70 inclusive of GST
- (c) Names, Addresses, Tax File numbers, Bank account details, Superannuation provider, birth dates, Start dates in Government, start dates in the agency.
- (d) No.
- (i) Not applicable.

Metropolitan Cemeteries Board

No.

- (a)–(d) Not applicable.

National Trust of Western Australia

- (a) Ascender (Pacific Payroll PArtners Pty Ltd), Australia.
- (b) \$27 000 per annum (ex GST)
- (c) Employee names, addresses, bank details, superannuation numbers and next of kin details.
- (d) No.
- (i) Not applicable.

Department of Planning, Lands and Heritage (including Heritage Council of Western Australia)

- (a)–(d) Please refer to Legislative Assembly question on notice 3594.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3590. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister’s portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
- (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr M.P. Murray replied:**VenuesWest

No.

- (a)–(d) Not applicable.

WAIS

No.

- (a)–(d) Not applicable.

Combat Sports Commission

No.

- (a)–(d) Not applicable.

Department of Communities

Please refer to Legislative Assembly Question on Notice no. 3596.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no. 3588.

## TREASURER — PORTFOLIOS — OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3591. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister's portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr B.S. Wyatt replied:**Department of Treasury

- (a) Treasury utilises an Australian based outsourced payroll management company (Ascender) through a bureau service arrangement with the Department of Finance.
- (b) The cost of using this service is met by the Department of Finance, who will report the total cost of this arrangement.
- (c) The data provided to the outsourced payroll management company is managed by the Department of Finance.
- (d) The Department of Finance has advised that there has not been any occurrence of privacy breaches.
  - (i) Not applicable.

Department of Finance

- (a) The payroll function is delivered through a partially outsourced or co-managed arrangement with Ascender Pay (an Australian-based provider). Under this arrangement, Department of Finance staff process payroll transactions using an Ascender Pay system solution to upload payroll data and disperse funds.
- (b) \$265,286 – the cost is inclusive of the bureau payroll service provided to the Department of Treasury and the Office of the Government Chief Information Officer.
- (c) The full range of payroll information is held in the Ascender Pay system
- (d) No.
  - (i) Not applicable.

Western Australia Treasury Corporation

No.

- (a)–(d) Not applicable.

Economic Regulation Authority

- (a) Fusion5, Australia
- (b) \$27,007.49
- (c) Name, Superannuation details, Tax file number, salary details.
- (d) No.
  - (i) Not applicable.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3594.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly question on notice 3581.



Western Power

No.

(a)–(d) Not applicable.

Synergy

No.

(a)–(d) Not applicable.

Horizon Power

No.

(a)–(d) Not applicable.

Government Employees Superannuation Board

Yes.

(a) Ascender Pay Pty Ltd. They are based in Australia.

(b) Cost for 2017–18 was \$23,764 (including GST)

(c) The data provided is:

Name of Employee

Date of Birth

Address

Tax File Number

Bank Account Details

Superannuation Fund Details

Salary Packaging Details

(d) No.

(i) Not applicable.

Fire and Emergency Services Superannuation Fund

No.

(a)–(d) Not applicable.

Insurance Commission of Western Australia

The Insurance Commission manages its payroll internally and procures IT services to facilitate delivery of these services. The Insurance Commission's personnel and payroll data resides on Ascender Pay servers. The Insurance Commission is responsible for the preparation and disbursement of the fortnightly payroll.

(a) Ascender Pay Pty Ltd, based in Australia.

(b) \$60,000 p.a.

(c) Employee details, including remuneration; name, date of birth, address, next of kin; leave; bank details; training records; time and attendance records; and occupational safety and health records.

(d) No.

(i) Not applicable.

Office of the Auditor General

Yes.

(a) Aurion, based in Australia

(b) \$45,000 per year

(c) Employee details including name, address, bank details, superannuation, tax and all relevant payroll information to process the fortnightly payroll

(d) No.

(i) Not applicable.

MINISTER FOR TOURISM — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3592. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister’s portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3581.

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3584.

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3588.

Racing and Wagering Western Australia (RWWA)

No.

Western Australian Greyhound Racing Association (WAGRA)

No.

Burswood Park Board (BPB)

No.

Small Business Portfolio

Small Business Development Corporation

- (a) Ascender; Australia.
- (b) \$31 552 per annum.
- (c) Ascender have master user access to the Small Business Development Corporation’s database, including all details required for all staff and board members to process pay.
- (d) No.
  - (i) Not applicable.

Defence Issues Portfolio

Please refer to Legislative Assembly Question on Notice 3581.

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3588.

MINISTER FOR MINES AND PETROLEUM — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3593. Mr Z.R.F. Kirkup to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister’s portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;

- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr W.J. Johnston replied:**

Department of Mines, Industry Regulation and Safety:

No.

- (a)–(d) Not applicable.

Mineral Research Institute WA:

No.

- (a)–(d) Not applicable.

WA Industrial Relations Commission:

Yes.

- (a) Ascender Pay Pty Ltd which is an Australian company.
- (b) \$34 896.31
- (c) Names, addresses, tax file numbers and bank details.
- (d) No.
  - (i) Not applicable.

WorkCover WA:

Yes.

- (a) Ascender Pay Pty Ltd which is an Australian company.
- (b) \$82 993
- (c) Names, addresses, bank details, tax file numbers and superannuation account.
- (d) No.
  - (i) Not applicable.

Construction Industry Long Service Leave Payments Board (MyLeave):

Yes.

- (a) Automatic Data Processing Ltd (ADP) which is an Australian based company.
- (b) \$4868.31
- (c) Names, addresses, Tax File Numbers, Bank account details, phone numbers, rate of pay, superannuation funds, leave accrual and leave taken
- (d) The Board has not been advised of any privacy breaches in relation to data held by ADP.
  - (i) Not applicable.

WA Electoral Commission:

Yes.

- (a) Ascender Pay Pty Ltd which is an Australian company.
- (b) \$48 633.34
- (c) Only authorised staff of the payroll provider are provided with data, which includes names, addresses and bank details.
- (d) No.
- (i) Not applicable.

MINISTER FOR TRANSPORT — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3594. Mr Z.R.F. Kirkup to the Minister for Transport; Planning; Lands:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister’s portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Ms R. Saffioti replied:**

Department of Planning, Lands and Heritage

- (a) Ascender Pay Pty Ltd and Aurion Pty Ltd (ceased 17 May 2018), both based in Australia.
- (b) \$156,997.76
- (c) All data entry including configuration is undertaken by internal payroll resources. The production of the final pay and disbursement of pays and superannuation is undertaken by Ascender Pay. Ascender Pay has access to employee information such as banking details.
- (d) No.
- (i) Not applicable.

Department of Transport

No.

- (a)–(d) Not applicable.

Main Roads Western Australia

No.

- (a)–(d) Not applicable.

Public Transport Authority

No.

- (a)–(d) Not applicable.

Fremantle Ports Authority

No.

- (a)–(d) Not applicable.

Kimberley Ports Authority

No.

- (a)–(d) Not applicable.

Mid West Ports Authority

No.

- (a)–(d) Not applicable.

Pilbara Ports Authority

- (a) Australian Payroll Professionals Holdings Pty Ltd
- (b) \$44,546
- (c) Employee name, address, phone/mobile, date of birth, bank details, super fund, tax file number, salary details, cost centre, position
- (d) No.
- (i) Not applicable.

Southern Ports Authority

No.

(a)–(d) Not applicable.

Landcorp

No.

(a)–(d) Not applicable.

Landgate

No.

(a)–(d) Not applicable.

Metropolitan Redevelopment Authority

(a) Frontier Software and Australia.

(b) \$50,399.94 (GST exclusive).

(c) Frontier's authorised users have access to the employee database in order to process payroll (i.e. names, addresses, bank details).

(d) No.

(i) Not applicable.

MINISTER FOR HOUSING — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3595. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister's portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3596.

MINISTER FOR CHILD PROTECTION — PORTFOLIOS —  
OUTSOURCED PAYROLL MANAGEMENT COMPANIES

**3596. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

In the 2017–18 financial year has any department, agencies, commissions or Government Trading Enterprises (GTE) within the Minister's portfolio of responsibilities utilised an outsourced payroll management company and if so:

- (a) What outsourced payroll company was used and in what country are they based;
- (b) What is the estimated cost of utilising this outsourced option;
- (c) What data is provided to this outsourced payroll company in order to process payroll (i.e. names, addresses, bank details); and
- (d) Is the Minister or Agency aware of any privacy breaches in relation to the data provided to this outsourced payroll company:
  - (i) If so, what is the nature of that breach, including dates of released data and details of the data released?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

- (a) No. The Department of Communities has not utilised an outsourced payroll management company, as all payroll is processed in-house.
- (b)–(d) Not applicable.

## GEOGRAPHIC NAMES COMMITTEE — REJECTIONS

**3598. Mr Z.R.F. Kirkup to the Minister for Lands:**

In the 2017–18 financial year, what names have been rejected by the Geographic Names Committee and what was the reason for each rejection?

**Ms R. Saffioti replied:**

Change to the locality of Munster to South Coogee – noncompliance with the Policy and Standards for Geographic Naming in Western Australia

Change to a portion of the locality of Pinjarra to Carcoola – noncompliance with the Policy and Standards for Geographic Naming in Western Australia.

Change to a portion of the locality of Karnup to Singleton – noncompliance with the Policy and Standards for Geographic Naming in Western Australia.

## CORRECTIVE SERVICES — COMMUNITY BASED ORDERS

**3599. Mr Z.R.F. Kirkup to the Minister for Corrective Services:**

- (1) How many community based corrective orders were active during the following financial years:
  - (a) 2015–16;
  - (b) 2016–17; and
  - (c) 2017–18?
- (2) How many community corrections officers were employed during the following financial years:
  - (a) 2015–16;
  - (b) 2016–17; and
  - (c) 2017–18?
- (3) How many community based corrective orders have been breached during the following financial years:
  - (a) 2015–16;
  - (b) 2016–17; and
  - (c) 2017–18?

**Mr F.M. Logan replied:**

The Department of Justice advises:

- (1)
  - (a) 14,034
  - (b) 15,520
  - (c) 16,126
- (2)
  - (a) 239
  - (b) 263
  - (c) 249
- (3)
  - (a) 3,188
  - (b) 3,372
  - (c) 3,334

## CORRECTIVE SERVICES — PRISON OFFICERS

**3600. Mr Z.R.F. Kirkup to the Minister for Corrective Services:**

I refer to suspended or stood down prison officers, and ask:

- (a) For 2015–16:
  - (i) How many officers were stood down;

- (ii) How many officers were suspended;
- (iii) What was the total cost associated with (a)(i) (i.e. disbursement of leave); and
- (iv) What was the total cost associated with (a)(ii);
- (b) For 2016–17:
  - (i) How many officers were stood down;
  - (ii) How many officers were suspended;
  - (iii) What was the total cost associated with (b)(i); and
  - (iv) What was the total cost associated with (b)(ii); and
- (c) For 2017–18:
  - (i) How many officers were stood down;
  - (ii) How many officers were suspended;
  - (iii) What was the total cost associated with (c)(i); and
  - (iv) What was the total cost associated with (c)(ii)?

**Mr F.M. Logan replied:**

The Department of Justice advises:

- (a) For 2015–16:
  - (i)–(ii) 34 officers were ordered to stay away between 1 July 2015 and 30 June 2016.
  - (iii)–(iv) the total cost associated with officers ordered to stay away in 2015–16 was \$1,439,658
- (b) For 2016–17:
  - (i)–(ii) 35 officers were ordered to stay away between 1 July 2016 and 30 June 2017.
  - (iii)–(iv) the total cost associated with officers ordered to stay away in 2016–17 was \$1,194,670
- (c) For 2017–18:
  - (i)–(ii) 25 officers were ordered to stay away between 1 July 2017 and 30 June 2018.
  - (iii)–(iv) the total cost associated with officers ordered to stay away in 2017–18 was \$551,746

## CORRECTIVE SERVICES — PROFESSIONAL STANDARDS — ENFORCEMENT AND REVIEW

**3601. Mr Z.R.F. Kirkup to the Minister for Corrective Services:**

I note the Minister's response during the Corrective Services Hearing in the Estimates Committees 2018, and ask:

- (a) How many FTE were dedicated to enforcement and/or review professional standards in 2015–16;
- (b) How many FTE were dedicated to enforcement and/or review of professional standards in 2016–17; and
- (c) How many FTE were dedicated to enforcement and/or review of professional standards in 2017–18?

**Mr F.M. Logan replied:**

The Department of Justice advises:

- (a) 21 FTE
- (b) 21 FTE
- (c) 23 FTE

## CORRECTIVE SERVICES — PROFESSIONAL STANDARDS — INVESTIGATIONS

**3602. Mr Z.R.F. Kirkup to the Minister for Corrective Services:**

I note the Minister's response during the Corrective Services Hearing in the Estimates Committees 2018, and ask:

- (a) How many officers were referred for investigation by professional standards in 2015–16;
- (b) How many officers were referred for investigation by professional standards in 2016–17; and
- (c) How many officers were referred for investigation by professional standards in 2017–18?

**Mr F.M. Logan replied:**

The Department of Justice advises:

- (a) In 2015/16 Investigation Services investigated 80 matters (officers) which were referred for investigation.
- (b) In 2016/17 Investigation Services investigated 116 matters (officers) which were referred for investigation.
- (c) In 2017/18 Investigation Services investigated 111 matters (officers) which were referred for investigation.

## CORRECTIVE SERVICES — DRUG DETECTION UNIT

**3603. Mr Z.R.F. Kirkup to the Minister for Corrective Services:**

How many FTEs were there in the Drug Detection Unit for the following financial years:

- (a) 2015–16;
- (b) 2016–17; and
- (c) 2017–18?

**Mr F.M. Logan replied:**

The Department of Justice advises:

- (a) In 2015–16 the FTE count for the Drug Detection Unit was 16.6
- (b) In 2016–17 the FTE count for the Drug Detection Unit was 16
- (c) In 2017–18 the FTE count for the Drug Detection Unit was 16.875

## CORRECTIVE SERVICES — DRUG DETECTION DOGS

**3604. Mr Z.R.F. Kirkup to the Minister for Corrective Services:**

I note the Minister's media release dated Friday, 15 June 2018 titled New canine recruits join the fight against drugs in WA jails, and ask during the 2015–16, 2016–17 and 2017–18 financial years how many times were drug detection dogs deployed at:

- (a) Acacia Prison;
- (b) Albany Regional Prison;
- (c) Bandyup Women's Prison;
- (d) Boronia Pre-release Centre for Women;
- (e) Broome Regional Prison;
- (f) Bunbury Regional Prison;
- (g) Casuarina Prison;
- (h) Eastern Goldfields Regional Prison;
- (i) Greenough Regional Prison;
- (j) Hakea Prison;
- (k) Karnet Prison Farm;
- (l) Melaleuca;
- (m) Pardelup Prison Farm;
- (n) Roebourne Regional Prison;
- (o) Wandoo;
- (p) West Kimberley Regional Prison; and
- (q) Wooroloo Prison Farm?

**Mr F.M. Logan replied:**

The Department of Justice advises:

During the periods in question, the Department's drug detection dogs were deployed a total of 14,907 times across all custodial facilities. For operational security reasons, the specific number of deployments at each prison listed have not been provided.

## CORRECTIVE SERVICES — RANDON DRUG TESTING

**3605. Mr Z.R.F. Kirkup to the Minister for Corrective Services:**

Can the Minister confirm that at no time since 17 March 2017, no commissioner, executive member, senior management or prison superintendent issued instructions, either via email, memo, verbally or otherwise to remove or cease (either permanently or temporarily) random drug testing, screening or the like of prison officers?

**Mr F.M. Logan replied:**

The Department of Justice advises:

A phased implementation program for drug and alcohol testing commenced on 6 May 2016 which involved random and target testing. The following year (2017), the program focussed on trialling and evaluating the effectiveness of intelligence based target testing and mandated testing, rather than random testing.



## STATE RECORDS COMMISSION — ACTIVE BREACHES

**3610. Mr A. Krsticevic to the Minister for Culture and the Arts:**

The State Records Commission's annual reports of 2016–17 and 2014–15 state that there are active breaches. Of the outstanding active breaches carried forward in previous years can you please advise:

- (a) what is the nature of each breach; and
- (b) how many other outstanding breaches remain?

**Mr D.A. Templeman replied:**

- (a) The nature of each breach or possible breach was as follows:
  - allegation concerning deletion of emails
  - allegation concerning recordkeeping
  - allegation concerning destruction of records
  - allegation concerning recordkeeping
  - allegation concerning destruction of files
  - allegation concerning management of records

- (b) Nil.

## PUBLIC TRANSPORT AUTHORITY — ROLLING STOCK — TRESPASS AND VANDALISM

**3612. Mr P.A. Katsambanis to the Minister for Police; Road Safety:**

I refer to the Public Transport Authority's (PTA) rollingstock, and ask:

- (a) How many persons were charged with trespass on PTA rollingstock by the Western Australian Police Force for each of the years 2015, 2016, 2017, and to 1 July 2018;
- (b) How many persons were charged by the Western Australian Police Force for committing acts of vandalism, including graffiti, on PTA rollingstock for each of the years 2015, 2016, 2017, and to 1 July 2018; and
- (c) How many persons were successfully prosecuted by the courts for the acts of trespass and vandalism on PTA rollingstock for each of the years 2015, 2016, 2017, and to 1 July 2018?

**Mrs M.H. Roberts replied:**

- (a)–(b) The Western Australia Police Force advise their data systems do not contain the level of detail necessary to effectively identify offences that occurred on or to PTA property, such as rollingstock.
- (c) N/A

## CORRECTIVE SERVICES — PRISON OFFICERS

**3614. Mr P.A. Katsambanis to the Minister for Corrective Services:**

I refer to prison officers working in the Western Australian corrections system, and ask:

- (a) How many prison officers have been dismissed under the loss-of-confidence provision in each of the years 2015, 2016, 2017 and to 1 July 2018; and
- (b) How many prison officers have resigned while being under investigation for each of the years 2015, 2016, 2017 and to 1 July 2018?

**Mr F.M. Logan replied:**

- (a) Nil.
- (b) 2015/16 – 7  
2016/17 – 19  
2017/18 – 16.

## LOCAL GOVERNMENT —

## WESTERN AUSTRALIAN STATE AND LOCAL GOVERNMENT PARTNERSHIP AGREEMENT

**3615. Mr A. Krsticevic to the Minister for Local Government:**

I refer to the Western Australian State Local Government Partnership Agreement, and ask:

- (a) Does the Partnership Agreement allow the State Government to forgo sector consultation where WALGA has developed an advocacy position on the matter and if so will the Minister please identify the relevant reference within the Agreement; and
- (b) Does the Partnership Agreement allow the State Government to forgo sector consultation where a WALGA zone proposal has been developed on the matter and if so will the Minister please identify the relevant reference within the Agreement?

**Mr D.A. Templeman replied:**

- (a)–(b) The Western Australian State Local Government Partnership Agreement (the Agreement) is a statement of commitment between the State Government and local government to work together in partnership to improve the quality of life for the citizens of Western Australia. This is being achieved through enhanced communications between the two spheres of government, appropriate consultation and good governance.

The Agreement also aims to rebuild the relationship between the State and local government, damaged over the past eight years.

Although the Agreement does not deal with every situation or interest between State and local government, the parties commit to working together to ensure that their respective positions are understood and respected.

Feedback to me from the sector is that the Agreement is working very well and delivering everything that it was intended to achieve for both parties.

ENVIRONMENT — WHALE CARCASS — MARGARET RIVER PRO

**3616. Ms L. Mettam to the parliamentary secretary representing the Minister for Environment:**

I refer to the whale carcass that washed ashore at Left Handers surf break near Gracetown at the time of the Margaret River Pro, and ask:

- (a) When did the Department of Biodiversity, Conservation and Attractions become aware of the whale carcass;
- (b) Which agency removed the whale carcass, how and when;
- (c) Why wasn't the whale carcass removed prior to the start of the Margaret River Pro; and
- (d) What actions were taken to reduce the impact of the whale carcass attracting sharks to the area before it was eventually removed:
  - (i) If no action was taken, why?

**Mr R.R. Whitby replied:**

- (a) At approximately 9.30am on Monday, 16 April 2018.
- (b) The removal of the Gray's beaked whale carcass was coordinated by Department of Biodiversity, Conservation and Attractions (DBCA) with assistance from the Department of Primary Industries and Regional Development and the Margaret River Volunteer Marine Rescue group. The carcass was removed from the coast on Tuesday, 17 April 2018.
- (c) The 2018 Margaret River Pro started several days before the Gray's beaked whale carcass washed ashore.
- (d) On Monday, 16 April 2018, a DBCA officer tethered the Gray's beaked whale carcass to rocks on the shore which prevented the carcass from re-floating.
- (i) Not applicable.

MENTAL HEALTH — BUSSELTON HEALTH CAMPUS

**3618. Ms L. Mettam to the Deputy Premier; Minister for Health; Mental Health:**

I refer to concerns raised by mental health providers in Busselton about the way in which acutely mentally unwell patients are being assessed and treated at Busselton Health Campus, and I ask:

- (a) Is an acute community intervention team currently available to provide emergency response outside of standard office hours (i.e. 9am–5pm Monday to Friday) in the City of Busselton:
  - (i) If not, why not;
- (b) How does the Department determine the need to allocate resources to acute community intervention for mental health in regional areas; and
- (c) When was the trial of a crisis response team undertaken at Busselton Health Campus:
  - (i) What were the objectives of this trial;
  - (ii) What was the timeframe of the trial; and
  - (iii) What were the outcomes of the trial?

**Mr R.H. Cook replied:**

I am advised that:

- (a) On 1 May 2018, an after-hours Community Mental Health service commenced with funding from Mental Health Commission. This service provides support for current clients of Community Mental Health Services in the South West, including Busselton. Two clinicians are available and the service runs from 4pm to 6pm Monday to Friday and 9:30am to 4pm Saturdays and Sundays. Outside of these hours,

consumers in crisis are informed they can present to their closest Emergency Department, or to contact the Mental Health Emergency Response Line/RuralLink for advice and support.

The service provides support for clients who are acutely unwell in the community. In the greater Bunbury area, there is capacity to home visit. Support for clients outside of Bunbury is by telephone. The service also supports clients who have been discharged from the Bunbury Hospital Acute Psychiatric Unit requiring support over the weekend.

Given the success of Emergency Telehealth Service (ETS) and the introduction of Telehealth in inpatient facilities across the regions, WA Country Health Service (WACHS) are currently exploring opportunities to provide psychiatric assessments via ETS for all rural health services in WA.

- (i) Not applicable.
- (b) The Mental Health Commission is the purchaser of services and provides the allocated funds to WA Country Health Service. The determination of allocation to a region is based upon population and historical trends of activity and expenditure.
- (c) WACHS South West has not had a trial of a crisis response team in Busselton Health Campus. WACHS South West did trial a Psychiatric Liaison Nurse (PLN) role at Busselton Hospital from 29 June to 4 September 2015.
  - (i) The objective of the trial was to see if there was enough demand to warrant a PLN at Busselton Hospital.
  - (ii) The time frame of the trial was from 29 June to 4 September 2015.
  - (iii) Activity for the period of the trial demonstrated that there was not enough demand to warrant a PLN in Busselton Hospital. There were 35 contacts over the 50 days of the trial. Only 6 of these contacts required transfer to Bunbury Hospital.

#### EDUCATION AND TRAINING — INNER CITY COLLEGE — MASTER PLAN

#### **3620. Mr W.R. Marmion to the minister representing the Minister for Education and Training:**

I refer to the answer to Question on Notice 3073 where you advised that the number of on-site general car parking bays at the new Inner City College at Subiaco will total 108, and ask:

- (a) Why is the Metropolitan Redevelopment Authority (replying to public submissions on 21 June 2018) advising that the number of on-site car bays will be 60;
- (b) How many Car bays will allocated to teachers and other staff when Stage 1 is opened and what other on-site parking will be available to visitors and students; and
- (c) How many car bays will be allocated to teachers and other staff when the College is at its full capacity of 2000 students and what other on-site parking will be available to visitors and students?

#### **Mr P. Papalia replied:**

- (a) To comply with a development approval condition imposed by the Metropolitan Redevelopment Authority, only 60 of the 108 bays will be made available for use during Stage 1 of Inner City College. The car bays for both Stages 1 and 2 are all being constructed as part of the Stage 1 build as they are located at the lower ground level, including under the gymnasium.
- (b) 52 on-site bays for teachers and other staff, eight for visitors and none for students.
- (c) 100 on-site bays for teachers and other staff, eight for visitors and none for students.

#### TOURISM WESTERN AUSTRALIA — BUSSELTON–MARGARET RIVER REGIONAL AIRPORT EXPANSION

#### **3621. Ms L. Mettam to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

I refer to the withdrawal of Tourism WA (TWA) officials from leading airline engagement for the Busselton–Margaret River Airport, and ask:

- (a) Why was TWA withdrawn from leading this process;
- (b) Is the State Government assisting local government authorities in any way to secure an airline and ensure this important project is progressed:
  - (i) If so, how; and
  - (ii) If not, why not;
- (c) Why was the project removed from TWA's two-year action plan despite being included in the draft version of the plan; and
- (d) Who made the decision to remove the project from the plan?

**Mr P. Papalia replied:**

- (a) The City of Busselton is currently leading the discussions with airlines, as it is the organisation which will contract and provide incentives if needed. Tourism Western Australia continues to work in partnership with the airport owner, the City of Busselton, on airline engagement activities to secure interstate services for the Busselton–Margaret River Airport (BMRA).
- (b) Yes.
- (i)–(ii) Tourism Western Australia originally developed the Airline Engagement Strategy, which was adopted by the City of Busselton. Tourism Western Australia continues to be an active member of the Airline Engagement Working Group and provides financial support for aviation specialists Three Consulting to develop the business cases used by the City of Busselton to pitch to the airlines. Tourism Western Australia has also met with airlines when supporting the City of Busselton, and continues to provide data and analysis on visitation trends to keep the airlines up to date as discussions progress.
- (c) The *Two-Year Action Plan for Tourism Western Australia – 2018 and 2019* was developed following extensive consultation with key industry stakeholders. It reflects the major projects for Tourism Western Australia over the next two years but is not an exhaustive list of everything the agency is currently working on.
- (d) During the drafting and consultation stages, some projects were included and others were removed, depending on whether Tourism Western Australia was the lead agency and what stage the project was at. The Tourism Western Australia Board approved the content of the *Two-Year Action Plan* at its 9 February 2018 meeting, and provided delegated authority to the Chairman to approve any final changes, prior to publication.

DEPARTMENT OF LOCAL GOVERNMENT, SPORT AND CULTURAL INDUSTRIES —  
ELECTED MEMBER TRAINING

**3631. Mr A. Krsticevic to the Minister for Local Government:**

For each of the past five years will the Minister please advise how much funding has been allocated by the Department of Local Government towards elected member training, including details of:

- (a) how much funding was allocated to each local government; and
- (b) how many elected members took part in training, from each council?

**Mr D.A. Templeman replied:**

- (a) The Department has funded elected member training through a series of grants to the Western Australian Local Government Association (WALGA), with support from the Royalties for Regions Country Local Government Fund.

Funds provided to WALGA (exclusive of GST):

2013–14	2014–15	2015–16	2016–17	2017–18
\$171,846	\$420,000	\$420,000	\$420,000	\$400,000

- (b) [See tabled paper no 1699.]

TRANSPORT — CATASTROPHIC INJURIES SUPPORT SCHEME

**3633. Mr A. Krsticevic to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

I refer to the \$99 vehicle licencing charge in respect of the Catastrophic Injury Support (CIS) scheme, and ask:

- (a) How much funding has been collected since the scheme was implemented;
- (b) How much funding is anticipated to be collected within the 2018/19 financial year;
- (c) How much funding has been paid out by the Insurance Commission of WA in respect of the CIS scheme;
- (d) How much funding currently sits in reserves; and
- (e) How are the monies which are held for the scheme invested:
- (i) what percentage of funds are invested in Australian entities;
- (ii) what percentage of funds are invested in USA entities; and
- (iii) what percentage of funds are invested in international entities (other than those located within the USA)?

**Mr B.S. Wyatt replied:**

- (a) \$284.5 million in insurance premium revenue has been received for the Catastrophic Injury Support (CIS) scheme between 1 July 2016 and 30 June 2018.
- (b) \$200 million is anticipated to be collected for the 2018–19 financial year.

- (c) The total cost of CIS claims incurred between 1 July 2016 and 30 June 2018 was \$317.4 million. This includes \$14.7 million paid, and anticipated future claims expenses of \$302.7 million.
- (d) The reserves (Net Assets/Equity) for the CIS scheme at 30 June 2018 are \$66.3 million.
- (e) Monies are invested to provide assets to meet insurance liabilities.
  - (i) 73%.
  - (ii) 10%.
  - (iii) 17%.

TRANSPORT — CATASTROPHIC INJURIES SUPPORT SCHEME

**3634. Mr A. Krsticevic to the Minister for Transport:**

I refer to the \$99 vehicle licencing charge in respect of the Catastrophic Injury Support (CIS) scheme, and ask:

- (a) How much funding has been collected since the scheme was implemented;
- (b) How much funding is anticipated to be collected within the 2018/19 financial year;
- (c) How much funding has been paid out by the Insurance Commission of WA in respect of the CIS scheme;
- (d) How much funding currently sits in reserves; and
- (e) How are the monies which are held for the scheme invested:
  - (i) what percentage of funds are invested in Australian entities;
  - (ii) what percentage of funds are invested in USA entities; and
  - (iii) what percentage of funds are invested in international entities (other than those located within the USA)?

**Ms R. Saffioti replied:**

Refer to Legislative Assembly Question on Notice 3633.

POLICE STATIONS — COCKBURN

**3643. Mr P.A. Katsambanis to the Minister for Police; Road Safety:**

I refer to the Cockburn Police Station, and ask:

- (a) How many computers are provided in the station for use by operational officers; and
- (b) Is there a computer available for each officer?

**Mrs M.H. Roberts replied:**

The Western Australian Police Force advised the following:

- (a) 18
- (b) Yes, there is a computer available for each rostered officer.

POLICE STATIONS — HILLARYS

**3644. Mr P.A. Katsambanis to the Minister for Police; Road Safety:**

I refer to the Hillarys Police Station, and ask:

- (a) How many computers are provided in the station for use by operational officers; and
- (b) Is there a computer available for each officer?

**Mrs M.H. Roberts replied:**

The Western Australian Police advise the following:

- (a) 17
- (b) Yes, there is a computer available for each rostered officer.

POLICE STATIONS — BALLAJURA

**3645. Mr P.A. Katsambanis to the Minister for Police; Road Safety:**

I refer to the Ballajura Police Station, and ask:

- (a) How many computers are provided in the station for use by operational officers; and
- (b) Is there a computer available for each officer?

**Mrs M.H. Roberts replied:**

The Western Australian Police Force advise the following:

- (a) 15
- (b) Yes, there is a computer available for each rostered officer.

## TREASURY AND FINANCE — ADVERTISING EXPENDITURE

**3646. Mr D.C. Nalder to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In relation to the Government's election commitment to cut advertising expenses by \$20 million each year as part of its Debt Reduction Strategy:

- (a) Following the Government's decision to farm out advice on the TAB sale to an overseas consultancy, has the Government made any savings in regards to the abovementioned election commitment;
- (b) If yes to (a), what is the dollar value of advertising savings made, listed by advertising programme/stream and its related department; and
- (c) Can the Government guarantee that part of their cost reduction program has not involved the rebadging of costs by shifting advertising expenditure into other areas of spending?

**Mr B.S. Wyatt replied:**

- (a) The engagement of a commercial advisor on the potential sale of the TAB has no bearing on the election commitment relating to reducing advertising costs. As part of the 2017–18 Budget, the Government approved the removal of the then 1% per annum indexation of non-salary expenses for appropriation-funded general government agencies, over the period 2017–18 to 2020–21, as a discrete Budget repair measure. Non-salary expenses captures consultant, travel and advertising costs as such, the associated \$300 million in net debt savings more than met the election commitment estimated savings.
- (b) The full \$300 million Budget repair measure was allocated to agency budgets in the 2017–18 Budget, as summarised in the attached table [see tabled paper no 1700]. Detailed application of savings below aggregate agency spend (i.e. agency program information) is not provided to Treasury.
- (c) Yes. As noted in response (b), the savings have been allocated to and harvested from agency budgets.

## TREASURY AND FINANCE — CONSULTANTS AND CONTRACTORS

**3647. Mr D.C. Nalder to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In relation to the Government's election commitment to stop the excessive use of expensive and unnecessary external consultants and contractors as part of its Debt Reduction Strategy:

- (a) Has the Government made any savings in regards to the abovementioned election commitment; and
- (b) If yes to (a), what is the dollar value of consultant and contractor savings made, listed by project and its related department?

**Mr B.S. Wyatt replied:**

- (a) As noted in response (a) to the Member's Question on Notice number 3646, the 2017–18 Budget removed the then 1% per annum indexation applying to non-salary expenses for appropriation-funded general government agencies, over the period 2017–18 to 2020–21, as a discrete Budget repair measure. Non-salary expenses captures consultant, travel costs and advertising as such, the associated \$300 million in net debt savings more than met the election commitment estimated savings.
- (b) The full \$300 million was removed from agency budgets over the period 2017–18 to 2020–21 under this measure as part of the 2017–18 Budget, with a detailed agency schedule tabled in response to item (b) of the Member's Question on Notice number 3646. As noted in that response, detailed application of savings at agency 'program' level is not provided to the Department of Treasury.

## TREASURY AND FINANCE — SERVICE PRIORITY REVIEW

**3648. Mr D.C. Nalder to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In relation to the Government's election commitment for a Service Priority Review to deliver savings of \$750 million by 30 June 2020, I ask:

- (a) What are the total savings delivered by the Service Priority Review for each of the financial years 2017–18 to 2019–20;
- (b) What are the savings made by the Service Priority Review for each of the financial years 2017–18 to 2019–20 listed by each policy area, including:
  - (i) the reduction of the number of Government agencies by 20 per cent;
  - (ii) the \$1,000 wages policy;
  - (iii) the Freeze Salaries and Allowances Tribunal;
  - (iv) the Voluntary Targeted Separation Scheme; and
  - (v) and the Government's commitment to reduce the number of Senior Executive Service positions by 20 per cent;

- (c) In relation to (a) and (b), are these figures net of any severance and compensation payments; and
- (d) In relation to (a) and (b), are these figures net of the Department of Premier and Cabinets \$15.9 million expenditure to oversee the delivery of public sector reform?

**Mr B.S. Wyatt replied:**

- (a) The 2017–18 Budget detailed Service Priority Review (SPR) savings totalling \$763 million over the five years 2016–17 to 2020–21, with \$446 million within the period 2017–18 to 2019–20 (\$32 million in 2017–18, \$171 million in 2018–19 and \$243 million in 2019–20). Net of the upfront cost of the Voluntary Targeted Separation Scheme (VTSS), total savings of \$356.3 million have been achieved for the years 2017–18 to 2019–20 to date (a net \$178.4 million cost in 2017–18, and savings of \$224.5 million in 2018–19 and \$310.2 million in 2019–20). Total savings increase to \$752 million over the four years to 30 June 2021, similar to the 2017–18 Budget provisions for SPR savings. These outcomes reflect the impact of the individual savings measures in item (b).
- (b)
  - (i) The Machinery of Government changes have reduced the number of departments from 41 distinct entities to 25 (with effect from 1 July 2017). Agencies impacted by the Machinery of Government changes will have reduced corporate overhead costs, and achieved reductions in expenditure through more efficient delivery of services by making use of the savings tools listed in parts (ii) to (v) of this question.
  - (ii) Savings from the implementation of the \$1,000 wages policy were written into agency budgets and disclosed by agency in Appendix 3 of the 2017–18 Mid-year Review released on 20 December 2017 (see pp. 87–89). Total savings over the period 2017–18 to 2019–20 were \$234.7 million (\$27.2 million in 2017–18, \$73.8 million in 2018–19 and \$133.7 million in 2019–20).
  - (iii) Savings from the implementation of the freeze on Salaries and Allowance Tribunal salaries determinations were written into agency budgets as part of the the 2017–18 Budget released on 7 September 2017. Total savings over the period 2017–18 to 2019–20 were \$8.9 million (\$1.3 million in 2017–18, \$3 million in 2018–19 and \$4.6 million in 2019–20).
  - (iv) The VTSS is the largest such scheme implemented in the Western Australian public sector. It is on track to deliver the planned 3,000 separations but over a longer period. At 30 June 2018, a total of 2,311 separations had been finalised. Separation costs in 2017–18 totalled \$280 million. Savings flowing from centrally-funded separations over the three years to 2019–20 total an estimated \$380.9 million (\$59.9 million in 2017–18, \$159.7 million in 2018–19 and \$161.3 million in 2019–20). As with previous separation programs run across the sector, agencies that self-funded separations (from within existing budget settings) have been able to retain all savings to reinvest in service delivery.
  - (v) Savings from the implementation of the 20% reduction in Senior Executive Service positions were written into agency budgets as part of the the 2018–19 Budget released on 10 May 2018. Total savings over the period 2017–18 to 2019–20 were \$65.2 million (\$13 million in 2017–18, and \$26.1 million in each of 2018–19 and 2019–20).
- (c) The savings in (a) and (b)(iv) include the cost of separations and compensation payments, where payable. Separation and compensation costs for the reduction in Senior Executive Service numbers (item (b)(v)) are not held centrally by Treasury (as these separations were paid for by agencies from existing budgets and not funded from a dedicated central-funding source).
- (d) The savings detailed in answers (a) and (b) exclude the allocation of public sector reform funding provided to the Department of the Premier and Cabinet.

WESTERN POWER — APPRENTICES

**3649. Mr D.C. Nalder to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

In relation to the Government's election commitment for Western Power to employ more than 50 apprentices each year:

- (a) How many apprentices were employed under this programme in 2017, listed by type of apprenticeship;
- (b) How many apprentices were employed under this programme in 2018, listed by type of apprenticeship; and
- (c) Of the 2017 and 2018 intact, could the Minister advise how many apprentices left the program prior to the completion of their apprenticeship along with a breakdown of the reasons for their early exit from the project?

**Mr B.S. Wyatt replied:**

- (a)–(b) Since coming to power in 2017, the McGowan Labor Government has supported the publicly owned utilities to provide more than 100 training opportunities for Western Australians. The Government has further developed its election commitment to workforce demands of the State’s electricity utilities.

Western Power currently has 15 apprenticeships in electrical trades to match the future growth demands of the network and customer demands as well as 10 graduate programs for both engineering and non-engineering areas of the energy supply chain.

Also up to 20 TAFE pre-apprenticeship electrical scholarships were offered through regional campuses that have removed barriers for regional Western Australians to begin their electrical trade journey.

Western Power also offered five School to Work program participants from various industries that allowed on-the-job programs to graduates to access world-class experts and to gain real-world application of their learnings.

Horizon Power continues to provide opportunities in the regions with over 40 apprenticeships and traineeships or work placement positions being undertaken this year.

This includes nine Pilbara Grid employees who have just completed adult apprenticeships in the trade qualification Certificate III ESI Distribution Cable Jointing (photo attached).

In addition to these positions Synergy currently employs 13 apprentices on the Muja site.

- (c) One apprentice lineworker from the 2017 intake left in their first year. The apprentice resigned.

ROYALTIES FOR REGIONS — CITY OF BUSSELTON

**3650. Ms L. Mettam to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

- (1) I refer to the State Government’s request to the City of Busselton to return interest earned on Royalties for Regions funding provided for the Busselton Foreshore Redevelopment project to assist with budget repair, and I ask:
- (a) Have any other local governments or other organisations been requested to return interest accrued on Royalties for Regions funding:
- (i) If yes, which councils or organisations and how much was each required to return; and
- (ii) What were the respective projects that the interest was accrued on?
- (2) If none, why was the City of Busselton the only organisation required to return the interest accrued on funding?

**Mr M. McGowan replied:**

- (1) (a) Yes.
- (i) Shire of Katanning – \$275,000
- (ii) Katanning Town Centre Commercial and Streetscape Revitalisation Project
- (2) Not applicable.

LOCAL GOVERNMENT — METROPOLITAN CEMETERIES BOARD

**3651. Mr A. Krsticevic to the Minister for Local Government:**

I refer to the membership of the Metropolitan Cemeteries Board, and ask:

- (a) what if any is the maximum time period for which a person can be a member of the Board;
- (b) what if any is the maximum time period for which a person can be the Deputy Chair of the Board;
- (c) what if any is the maximum time period for which a person can be the Chair of the Board;
- (d) please provide details of each current board member and the date on which their membership is due to expire;
- (e) on what date was the board membership last changed; and
- (f) in respect of the most recent changes to board membership please provide details of:
- (i) those members who did not have their membership extended/renewed, including: their name/s, position/s on the Board, length of membership and reason for not continuing as a member;
- (ii) the new members, including: their name/s, position on the board and expertise to perform the duties;
- (iii) the advertising process that took place for new board membership; and
- (iv) the selection criteria used to select new members?



**Mr D.A. Templeman replied:**

(a)–(c) See the Cemeteries Act 1986.

(d)

Name	Position	Tenure Expiry
Ms Brenda Robbins	Chair	30 June 2023
Mr Joe O’Dea Jnr	Deputy Chair	30 June 2020
Dr Renate Smith	Member	30 June 2020
Mr Anthony Evans	Member	30 June 2020
Mr Darrell Jones	Member	30 June 2020
Ms Dianne Guise	Member	30 June 2023
Ms Bernadine Tucker	Member	30 June 2023

(e) 1 July 2018

(f) (i)

Name	Position	Length of Membership	Reason
Dr Leonie Liveris	Chair	2010–2018 Chair (8 years) 2002–2010 Member (8 years) 1988–1993 Member (5 years)	New member appointed
Mr Donald Whittington	Member	2003–2018(15 years)	New member appointed

(ii) See the Metropolitan Cemeteries Boards website. <http://www.mcb.wa.gov.au/our-organisation/our-board>

(iii)–(iv) All new board members were identified through the On-board WA register.

## TOURISM WESTERN AUSTRALIA — ANDREW MCEVOY

**3652. Ms L. Mettam to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

I refer to the appointment of Andrew McEvoy as a consultant to Tourism WA to improve domestic and international market activity, and I ask:

- (a) Given Mr McEvoy also consults to a range of other States and organisations on various issues, including airline engagement with China, how will his consultancy to WA differ from the other roles he undertakes;
- (b) What are his specific duties;
- (c) What strategies have been put in place to ensure there is no conflict of interest;
- (d) What key performance indicators have been written into the contract to measure his effectiveness; and
- (e) What specific outcomes is the State expecting at the end of the 12 month contract?

**Mr P. Papalia replied:**

- (a) Mr McEvoy’s tasks are specifically assigned by senior officers at Tourism Western Australia to bring about Western Australian tourism industry outcomes.
- (b) Mr McEvoy has been engaged to guide the implementation of new strategies to drive more visitors to Western Australia in relation to the aviation and marketing strategies outlined in the Government’s *Two- Year Action Plan for Tourism Western Australia – 2018 and 2019*.
- (c) Mr McEvoy must inform Tourism Western Australia of any conflicts of interest which may arise during the course of the assignment and must not engage with any other clients where a conflict may exist, without first seeking advice and authorisation from Tourism Western Australia.
- (d) Key Performance Indicators within the contract are as follows:
  - Review of in-market performance with recommendations for improvement;
  - Review of individual market plans with recommendations;
  - Review of cooperative partnerships with recommendations;

Review of market prioritisation with recommendations;

Review of other partnerships with recommendations;

Implementation of new cooperative partnerships;

Implementation of new market plans; and

Satisfactory feedback throughout the Term from partners, stakeholders and from within Tourism Western Australia (including the broader portfolio of the Department of Jobs, Tourism, Science and Innovation).

- (e) A formal agreement with China Southern Airlines to increase the frequency and capacity of its flights between Guangzhou and Perth and advance negotiations with other airlines, including airlines from China, Japan and India, to commence direct flights to Perth.

PREMIER — PORTFOLIOS — JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3653. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and  
 (b) If not, noting the significant benefits of doing so, why not?

**Mr M. McGowan replied:**

Goldcorp

Gold Corporation is not currently a partner of the Australian Governments Joint Cyber Security Centre, this can be reviewed as part of the Corporations information security management system.

Lotterywest,

- (a) Lotterywest has contacted the Joint Cyber Security Centre and documents have been sent to the Manager IS Security. The partnership is not operational yet.  
 (b) Lotterywest is currently in the process of completing the paperwork to become a partner.

Department of Premier and Cabinet

- (a) Yes. The partnership became operational on 28 February 2018 on the signing of a Deed of Confidentiality.  
 (b) Not applicable.

Public Sector Commission

- (a) No.  
 (b) The Public Sector Commission is considering a coordinated approach with the Department of the Premier and Cabinet, as guided by the Office of Digital Government.

Salaries and Allowance Tribunal

Please refer to the response of the Department of the Premier and Cabinet, which is the service provider to the Tribunal.

Department of Jobs, Tourism, Science and Innovation

- (a) No.  
 (b) The Department of Jobs, Tourism, Science and Innovation (the Department) understands the Office of Digital Government is the primary partner representing all Western Australia's Government agencies and has established a Cyber Security working group, the Department's Chief Information Officer is a member.

MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS —  
 JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3655. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and  
 (b) If not, noting the significant benefits of doing so, why not?

**Mr P. Papalia replied:**Department of Education

The Joint Cyber Security Centre (JCSC) was only formed in 2018 in Perth. Government membership of JCSC is yet to be determined.

- (a)–(b) The Department of Education has a representative on both the Cyber Security Reference Group and the Cyber Security Working Group, which have both been established by the Office of Digital Government. The Department believes the most appropriate engagement is at a whole-of-Government level and that this is best achieved via the Office of Digital Government.

Department of Training and Workforce Development

No.

- (a) Not applicable.  
 (b) The Department of Training and Workforce Development currently engages with the Office of Digital Government and will investigate the benefits this partnership can offer.

North Metropolitan TAFE

Yes.

- (a) The partnership will become operational once the Deeds to formalise the partnership have been finalised.  
 (b) Not applicable.

South Metropolitan TAFE

Yes.

- (a) South Metropolitan TAFE has been in discussion with the Perth branch of the Australian Cyber Security Centre (ACSC). The partnership is not yet operational, however, the ACSC is currently preparing a deed for South Metropolitan TAFE, that once executed, will allow ACSC to share cyber security intelligence relevant to the tertiary education sector.  
 (b) Not Applicable.

North Regional TAFE

No.

- (a) Not Applicable.  
 (b) North Regional TAFE will engage with the Department of Training Workforce Development to determine appropriate membership to program.

Central Regional TAFE

No.

- (a) Not Applicable.  
 (b) Central Regional TAFE will engage with the Department of Training Workforce Development to determine appropriate membership to program.

South Regional TAFE

No.

- (a) Not Applicable.  
 (b) South Regional TAFE will engage with the Department of Training Workforce Development to determine appropriate membership to program.

Building Construction Industry Training Fund

No.

- (a) Not applicable.  
 (b) Not applicable.

MINISTER FOR ENVIRONMENT — PORTFOLIOS —  
 JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3656. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and  
 (b) If not, noting the significant benefits of doing so, why not?

**Mr R.R. Whitby replied:**

For the Department of Biodiversity, Conservation and Attractions

No.

- (a) Not applicable.
- (b) The Department of Biodiversity, Conservation and Attractions (DBCA) is a member of the State Government Cyber Security Reference Group, led by the Office of Digital Government, which has a relationship with the Joint Cyber Security Centre.

MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS —  
JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3658. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and
- (b) If not, noting the significant benefits of doing so, why not?

**Mr M. McGowan replied:**

Yes.

- (a) 20 July 2017.
- (b) Not Applicable.

MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS —  
JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3659. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and
- (b) If not, noting the significant benefits of doing so, why not?

**Mr F.M. Logan replied:**

The Department of Fire and Emergency Services (DFES) advises:

DFES has not yet entered into a partnership with the Joint Cyber Security Centre (JCSC). As of July 2018, DFES has joined the Department of Premier and Cabinet's (DPC) Cyber Security Working Group and, through this forum, have made enquiries about partnering with the JCSC to supplement internal cyber-security resources.

Though the partnership with JCSC is not yet operational, DFES acknowledges the benefits in working with other Government agencies through the DPC Cyber Security Working Group and the JCSC, and looks forward to further collaboration in future.

The Office of the Inspector of Custodial Services advises:

- (a) No.
- (b) We use the Government approved provider Servicenet for wide area and local area network capability and internet hosting services. It is assumed that they have cyber security covered to a high standard. We are switching to Datacom in November 2018 and again as the one of the three prime network providers it is assumed they are exercising world's best practice in the area of cyber security. This was a mandatory arrangement initiated by the Department of Finance.

For the Department of Justice please see Legislative Assembly Question on Notice number 3661.

MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS —  
JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3660. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and
- (b) If not, noting the significant benefits of doing so, why not?

**Mr D.A. Templeman replied:**Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

Yes.

- (a) 30 May 2018
- (b) Not applicable.

Metropolitan Cemeteries Board

No.

- (a) Not applicable.
- (b) MCB considers Cyber Security as an ongoing risk and as such it is under constant review. A partnership will be considered as and when it is deemed appropriate for MCB operations.

National Trust of Western Australia

No.

- (a) Not applicable.
- (b) To be reviewed for consideration.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3666.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS —  
JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3662. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and
- (b) If not, noting the significant benefits of doing so, why not?

**Mr M.P. Murray replied:**Combat Sports Commission

- (a) Yes; 30 May 2018.
- (b) Not applicable.

VenuesWest

- (a) Yes; 25 July 2018.
- (b) Not applicable.

WAIS

- (a) No.
- (b) WAIS do not maintain critical infrastructure or systems in the national interest that would warrant partnership.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no 3660.

Department of Communities

Please refer to Legislative Assembly Question on Notice no 3668.

TREASURER — PORTFOLIOS — JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3663. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and
- (b) If not, noting the significant benefits of doing so, why not?

**Mr B.S. Wyatt replied:**Department of Treasury

No.

- (a) Not applicable.
- (b) The Office of Digital Government (ODG) is a partner of the Australian Government's Joint Cyber Security Centre. The Department of Treasury works with the ODG and Department of Finance on cyber security issues.

Department of Finance

No.

- (a) Not applicable.
- (b) Until 30 June 2018, the Department of Finance was a partner of the Joint Cyber Security Centre, through the internal function of the Office of the Government Chief Information Officer. With the transfer of this function to the Department of the Premier and Cabinet (the Office of Digital Government), the Department of Finance is progressing direct membership.

Western Australia Treasury Corporation

Western Australian Treasury Corporation has not yet made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre.

- (a) Not applicable.
- (b) Western Australian Treasury Corporation is investigating the benefits of partnering with the Australian Government's Joint Cyber Security Centre.

Economic Regulation Authority

No.

- (a) Not applicable.
- (b) The ERA is investigating the benefits of partnering with the Australian Government's Joint Cyber Security Centre.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3666.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly question on notice 3653.

Western Power

Yes.

- (a) Western Power is a founding member of the Perth JCSC which was officially opened on the 13<sup>th</sup> July 2018.
- (b) Not applicable.

Synergy

Yes.

- (a) 30 May 2018
- (b) Not applicable.

Horizon Power

Yes.

- (a) 7 February 2018
- (b) Not Applicable.

Government Employees Superannuation Board

No.

- (a) Not applicable.
- (b) GESB does not currently manage or control any network systems internally as these services are provided to GESB by the Department of Finance.

Fire and Emergency Services Superannuation Fund

No.

- (a) Not applicable.

(b) Extrenal IT consultants have advised Audit passed tight IT Policy and never had a Cyber Security Issue.

Insurance Commission of Western Australia

No.

(a) Not applicable.

(b) The Insurance Commission does not qualify to be a partner per the Joint Cyber Security Centre requirements.

Office of the Auditor General

No.

(a) Not applicable.

(b) In order to maintain the Auditor General's independence, this Office has not considered partnering with the JCSC. We do however recognise the significant benefits this can bring to the sector and attend events from time to time, and will seek input from the JCSC on our audits as necessary.

MINISTER FOR TOURISM — PORTFOLIOS — JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3664. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

(a) If yes, on what date did the partnership become operational; and

(b) If not, noting the significant benefits of doing so, why not?

**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3653.

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3656.

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3660.

Racing and Wagering Western Australia (RWWA)

No.

(a) Not applicable.

(b) RWWA currently partner with AusCERT, which provides a similar service.

Western Australian Greyhound Racing Association (WAGRA)

No.

(a) Not applicable.

(b) Benefits being reviewed in consultation with IT support company.

Burswood Park Board (BPB)

No.

(a) Not applicable.

(b) No comment.

Small Business Portfolio

Small Business Development Corporation

(a) Not applicable.

(b) The Small Business Development Corporation is yet to determine the benefits of becoming a partner.

Defence Issues Portfolio

Please refer to Legislative Assembly Question on Notice 3653.

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3660.

## MINISTER FOR HOUSING — PORTFOLIOS — JOINT CYBER SECURITY CENTRE PARTNERSHIP

**3667. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and
- (b) If not, noting the significant benefits of doing so, why not?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3668.

MINISTER FOR CHILD PROTECTION — PORTFOLIOS —  
JOINT CYBER SECURITY CENTRE PARTNERSHIP**3668. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

Have any departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities made any attempt to become a partner of the Australian Government's Joint Cyber Security Centre:

- (a) If yes, on what date did the partnership become operational; and
- (b) If not, noting the significant benefits of doing so, why not?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

- (a) Not applicable.
- (b) This process is centrally managed by the Office of Digital Government.

## PREMIER — PORTFOLIOS — ATTEMPTED CYBER ATTACKS

**3670. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal-State Relations:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Mr M. McGowan replied:**Goldcorp

- (a)–(c) None

Lotterywest

- (a) Since 11 March 2017 Lotterywest has had no attempted cyber attacks on internal network systems.
  - (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not applicable.



- (b) Since 11 March 2017 Lotterywest has had multiple cyber attacks per day on external network systems and websites.
  - (i) Lotterywest is unable to confirm the number of cyber attacks performed by a non-state foreign actor as different methods used to mask the origin of the attacks make it difficult to identify the exact locality or origin.
  - (ii) Lotterywest is unable to confirm the number of cyber attacks performed by a nation-state foreign actor as different methods used to mask the origin of the attacks make it difficult to identify the exact locality origin.
  - (iii) There were no successful cyber attacks and no material containing Cabinet or customer related detail was compromised.
- (c) Since 11 March 2017 Lotterywest has had no attempted cyber attacks on Lotterywest's internet enabled devices (i.e. iPhones, iPads etc.)
  - (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not applicable.

#### Department of Premier and Cabinet

- (a) Approximately 1.85 Million.
  - (i) Unable to confirm specific number or actors.
  - (ii) Unable to confirm specific number or actors.
  - (iii) Two incidents were successful (Email Phishing), both of which were remediated without the disclosure of any material containing Cabinet or Customer details.
- (b) Approximately 7,360.
  - (i) Unable to confirm specific number or actors.
  - (ii) Unable to confirm specific number or actors.
  - (iii) None.
- (c) No cyber-attacks detected.
  - (i)–(iii) Not Applicable.

#### Public Sector Commission

- (a) The Public Sector Commission's internal network systems are managed by the Department of the Premier and Cabinet (DPC). Please see the DPC response to this question.
- (b) One of the Commission's contracted services providers responsible for external websites has indicated that there were two incidents since March 2017 that may have constituted attempted cyber-attacks on a single website.
  - (i) There is nothing to suggest the involvement of a non-state foreign actor.
  - (ii) There is nothing to suggest the involvement of a nation-state foreign actor.
  - (iii) There is no information available that suggests these alleged cyber-attacks were successful. Further, there is no information available to suggest any material containing Cabinet or customer related detail has been compromised.
- (c) The Commission's internet enabled devices are managed by DPC. Please see the DPC response to this question.

#### Salaries and Allowance Tribunal

Please refer to the response from the Department of the Premier and Cabinet, which is the service provider to the Tribunal.

#### Department of Jobs, Tourism, Science and Innovation

- (a) Nil.
  - (i)–(iii) Not applicable.
- (b) Nil.
  - (i)–(iii) Not applicable.
- (c) Nil.
  - (i)–(iii) Not applicable.

## MINISTER FOR ENVIRONMENT — PORTFOLIOS — ATTEMPTED CYBER ATTACKS

**3673. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Mr R.R. Whitby replied:**

For the Department of Biodiversity, Conservation and Attraction

- (a) Nil.
  - (i)–(iii) Not applicable.
- (b) Nil.
  - (i)–(iii) Not applicable.
- (c) Nil.
  - (i)–(iii) Not applicable.

## MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS — ATTEMPTED CYBER ATTACKS

**3675. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Mr M. McGowan replied:**

- (a)–(c) Between March 2017 and June 2017, there were no records of attempted cyber attacks on internal network systems within the Department of Agriculture and Food, the Department of Regional Development and the Regional Development Commissions.

Between July 2017 and August 2018, there were 16 records of attempted cyber attacks on internal network systems of the Department of Primary Industries and Regional Development by believed non-state foreign actors, of which one was successful. No material containing Cabinet or customer related details were compromised.

During this period, there was also one successful cyber attack on internal network systems of the Great Southern Development Commission by a believed non-state foreign actor. The Commission has found no evidence of material containing Cabinet or customer related details being compromised.

**MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS — ATTEMPTED CYBER ATTACKS****3676. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
- (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
- (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
- (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Mr F.M. Logan replied:**

The Department of Fire and Emergency Services (DFES) advises:

- (a) No detected cyber-attacks for the period specified. DFES notes this does not include low-level attempts such as malicious email/phishing or port scanning as these are considered to be business as usual events.
- (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not applicable.
- (b) No detected cyber-attacks for the period specified. DFES notes this does not include low-level attempts such as malicious email/phishing or port scanning as these are considered to be business as usual events.
- (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not applicable.
- (c) No detected cyber-attacks for the period specified. DFES notes this does not include low level attempts such as malicious email/phishing or port scanning as these are considered to be business as usual events.
- (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not applicable.

The Office of the Inspector of Custodial Services advises:

- (a) Nil.
  - (i) to (iii) Not applicable.
- (b) Nil.
  - (i) to (iii) Not applicable.
- (c) Nil.
  - (i) to (iii) Not applicable.

For the Department of Justice please see Legislative Assembly Question on Notice number 3678.

**MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS — ATTEMPTED CYBER ATTACKS**

**3677. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Mr D.A. Templeman replied:**

Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

- (a) 0 – internal networks are segregated from external
  - (i)–(iii) Not applicable.
- (b) Numerous.
  - (i) Unknown.
  - (ii) Unknown.
  - (iii) 2, No Cabinet or customer related detail was compromised.
- (c) Numerous.
  - (i) Unknown.
  - (ii) Unknown.
  - (iii) Nil.

Metropolitan Cemeteries Board

- (a)–(c) Nil.

National Trust of Western Australia

- (a)–(c) Nil.

Former Office of State Heritage

- (a)–(c) Nil.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3683.

Heritage Council of Western Australia

11 March 2017 – 30 June 2017: ICT support was provided by the former Office of State Heritage – please refer to the above answer for that agency.

1 July 2017 – 14 August 2018: ICT support was provided by the Department of Planning, Lands and Heritage; please refer to Legislative Assembly question on notice 3683.

## MINISTER FOR SENIORS AND AGEING — PORTFOLIOS — ATTEMPTED CYBER ATTACKS

**3679. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Mr M.P. Murray replied:**Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no. 3677.

Former Department of Sport and Recreation

- (a) None
  - (i)–(iii) Not applicable.
- (b) It is not possible to provide an exact figure as there are numerous cyber attacks attempted on a daily basis.
  - (i) The former Department was not able to identify a cyber attack on this basis.
  - (ii) The former Department was not able to identify a cyber attack on this basis.
  - (iii) One; no.
- (c) It is not possible to provide an exact figure as there are numerous cyber attacks attempted on a daily basis.
  - (i) The former Department was not able to identify a cyber attack on this basis.
  - (ii) The former Department was not able to identify a cyber attack on this basis.
  - (iii) None.

Department of Communities/Formal Department of Local Government and Communities

Please refer to Legislative Assembly Question on Notice no. 3685.

VenuesWest

- (a) Unable to ascertain with certainty. One Phishing attempt recorded.
  - (i)–(iii) Not applicable.
- (b) Unable to ascertain with certainty.
  - (i)–(iii) Not applicable.
- (c) None detected.
  - (i)–(iii) Not applicable.

WAIS

- (a) None detected.
  - (i)–(iii) Not applicable.
- (b) None detected.
  - (i)–(iii) Not applicable.
- (c) None detected.
  - (i)–(iii) Not applicable.

Combat Sports Commission

- (a) None.
  - (i)–(iii) Not applicable.
- (b) It is not possible to provide an exact figure as there are numerous cyber attacks attempted on a daily basis.
  - (i) The Commission is not able to identify a cyber attack on this basis.
  - (ii) The Commission is not able to identify a cyber attack on this basis.
  - (iii) None.
- (c) It is not possible to provide an exact figure as there are numerous cyber attacks attempted on a daily basis.
  - (i) The Commission is not able to identify a cyber attack on this basis.
  - (ii) The Commission is not able to identify a cyber attack on this basis.
  - (iii) None.

## TREASURER — PORTFOLIOS — ATTEMPTED CYBER ATTACKS

**3680. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Mr B.S. Wyatt replied:**Department of Treasury

- (a)–(c) The Department of Finance provide Treasury's enterprise security service under a service level agreement. Treasury's information will be contained within the Department of Finance response.

Department of Finance

- (a) 10,127,978
  - (i)–(ii) The Department of Finance is unable to practically identify the source of cyber attacks and refers to the Joint Cyber Security Centre (JCSC) for advice.
  - (iii) 11 – there has been no indication that any Cabinet or customer-related material was compromised.

- (b) 5,337,960
- (i)–(ii) The Department of Finance is unable to practically identify the source of cyber attacks and refers to the Joint Cyber Security Centre (JCSC) for advice.
- (iii) No successful external attacks have been detected.
- (c) 4283
- (i)–(ii) The Department of Finance is unable to practically identify the source of cyber attacks and refers to the Joint Cyber Security Centre (JCSC) for advice.
- (iii) No successful external attacks have been detected.

Western Australia Treasury Corporation

- (a) Nil.
- (i)–(iii) Not applicable.
- (b) One
- (i) One
- (ii)–(iii) Nil.
- (c) Nil.
- (i)–(iii) Not applicable.

Economic Regulation Authority

- (a)–(c) Nil.

Department of Planning, Lands and Heritage

Former Department of Aboriginal Affairs (11 March – 30 June 2017)

- (a)–(c) Nil.

Department of Planning, Lands and Heritage (1 July 2017 – 14 August 2018)

Please refer to Legislative Assembly question on notice 3683.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly question on notice 3670.

Western Power

- (a) None
- (i)–(iii) Not applicable.
- (b) Tens of thousands attempts occur monthly, as is the case for many organisations; in July 2018 there were 268,000 identified attempts, all rejected by protective measures.
- (i) It is not known who conducts the attempted attacks or where they are initiated.
- (ii) It is not known who conducts the attempted attacks or where they are initiated.
- (iii) None were successful.
- (c) Nil.
- (i)–(iii) Not applicable.

Synergy

- (a)–(c) Nil.

Horizon Power

- (a) Nil.
- (i)–(iii) Not Applicable
- (b) 404
- (i) 402
- (ii) 2
- (iii) Nil.
- (c) Nil.
- (i)–(iii) Not Applicable.

Government Employees Superannuation Board

- (a)–(c) Please refer to the Department of Finance’s response to this question relating to attempted cyber attacks on internal network systems as GESB’s internal network systems are controlled and managed by the Department of Finance.

Fire and Emergency Services Superannuation Fund

- (a)–(c) Nil.

Insurance Commission of Western Australia

- (a) Nil.  
 (i)–(iii) Not Applicable
- (b) 2,891,379.  
 (i) Unknown.  
 (ii) Unknown.  
 (iii) Nil.
- (c) Nil.  
 (i)–(iii) Not Applicable.

Office of the Auditor General

- (a) Nil.  
 (i)–(iii) Not Applicable
- (b) 10,017  
 (i) Unknown  
 (ii) Unknown  
 (iii) Nil.
- (c) Unknown  
 (i) Unknown  
 (ii) Unknown  
 (iii) Nil.

## MINISTER FOR TOURISM — PORTFOLIOS — ATTEMPTED CYBER ATTACKS

**3681. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

For all departments, agencies, government trading enterprises or boards within the Minister’s portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:  
 (i) How many of these were conducted by a non-state foreign actor;  
 (ii) How many of these were conducted by a nation-state foreign actor; and  
 (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:  
 (i) How many of these were conducted by a non-state foreign actor;  
 (ii) How many of these were conducted by a nation-state foreign actor; and  
 (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:  
 (i) How many of these were conducted by a non-state foreign actor;  
 (ii) How many of these were conducted by a nation-state foreign actor; and  
 (iii) How many were successful and was any material containing Cabinet related detail compromised?



**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

11 March 2017– 30 June 2017

(a)–(c) Nil.

July 2017 – Current

Please refer to Legislative Assembly Question on Notice 3670

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3673

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3677

Racing and Wagering Western Australia (RWVA)

(a) Nil.

(i)–(iii) Not applicable.

(b) 23

(i) Nil.

(ii) Nil.

(iii) Nil.

(c) Nil.

(i)–(iii) Not applicable.

Western Australian Greyhound Racing Association (WAGRA)

(a) One

(i) Unable to determine given the nature of the attack.

(ii) Unable to determine given the nature of the attack.

(iii) Nil, the attack was prevented before the workstation could be compromised.

(b) Approximately 15 per day (TCP/RST flood type events detected per day on each DNS advertised site. No high risk/directed attacks detected within timeframe of held log files.

(i) Approximately half of the detected flood events originate from foreign IP addresses. There is no practical way to determine whether these are state or non-state actors.

(ii) Approximately half of the detected flood events originate from foreign IP addresses. There is no practical way to determine whether these are state or non-state actors.

(iii) Nil.

(c) Nil.

(i) Not applicable.

(ii) Not applicable.

(iii) Not applicable.

Burswood Park Board (BPB)

(a)–(c) Nil.

Small Business Portfolio

Small Business Development Corporation

(a)–(c) Nil.

(i)–(iii) Not applicable.

Defence Issues Portfolio

11 March 2017– 30 June 2017

Please refer to Legislative Assembly Question on Notice 3682.

July 2017 – Current

Please refer to Legislative Assembly Question on Notice 3670.

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3677.

MINISTER FOR HOUSING — PORTFOLIOS — ATTEMPTED CYBER ATTACKS

**3684. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3685.

MINISTER FOR CHILD PROTECTION — PORTFOLIOS — ATTEMPTED CYBER ATTACKS

**3685. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask since 11 March 2017:

- (a) How many attempted cyber attacks have there been on internal network systems and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised;
- (b) How many attempted cyber attacks have there been on external network systems or websites and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet or customer related detail compromised; and
- (c) How many attempted cyber attacks have there been on any internet enabled devices (i.e. iPhones, iPads etc.) and if any:
  - (i) How many of these were conducted by a non-state foreign actor;
  - (ii) How many of these were conducted by a nation-state foreign actor; and
  - (iii) How many were successful and was any material containing Cabinet related detail compromised?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

This answer also encompasses the Department of Communities and the legacy agencies whose functions were amalgamated into the Department of Communities from 1 July 2017.

- (a) None detected.
  - (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not applicable.
- (b) Since December 2017, an average of 279,000 attempted cyber-attacks have been detected per month. Prior to this date, statistical data was recorded for security events rather than attempted cyber-attacks.
  - (i) Unable to determine.
  - (ii) Unable to determine.
  - (iii) None.
- (c) None detected.
  - (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not applicable.

## PREMIER — PORTFOLIOS — HUAWEI PHONES

**3687. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr M. McGowan replied:**

Goldcorp, Lotterywest, Department of Premier and Cabinet, Public Sector Commission, Salaries and Allowance Tribunal and State Development, Jobs and Trade

No.

## MINISTER FOR HEALTH — PORTFOLIOS — HUAWEI PHONES

**3688. Mr Z.R.F. Kirkup to the Deputy Premier; Minister for Health; Mental Health:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;

- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr R.H. Cook replied:**WA Health and health service providers advise:

- (a)–(j) Nil.

Mental Health Commission advises:

- (a)–(j) Nil.

Healthway advises:

- (a)–(j) Nil.

Health & Disability Services Complaints Office advises:

- (a)–(j) Nil.

Animal Resources Authority advises:

- (a)–(e) Nil.
- (f) Two. No access to Cabinet, customer or commercially sensitive information.
- (g)–(j) Nil.

## MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS — HUAWEI PHONES

**3689. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr P. Papalia replied:**Department of Education

- (a)–(j) No. The devices listed are not in use in the corporate division within Central or Regional Offices of the Department. Schools have not been surveyed for a response to this question.

Department of Training and Workforce DevelopmentNorth Metropolitan TAFESouth Metropolitan TAFENorth Regional TAFECentral Regional TAFESouth Regional TAFEBuilding Construction Industry Fund

- (a)–(j) No.

## MINISTER FOR ENVIRONMENT — PORTFOLIOS — HUAWEI PHONES

**3690. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr R.R. Whitby replied:**

- (a)–(j) Nil.

## MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS — HUAWEI PHONES

**3692. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr M. McGowan replied:**

No.

- (a)–(i) Not Applicable.

## MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS — HUAWEI PHONES

**3693. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;

- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr F.M. Logan replied:**

No.

MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS — HUAWEI PHONES

**3694. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr D.A. Templeman replied:**

Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

- (a)–(i) No.
- (j) 5

Metropolitan Cemeteries Board

- (a)–(j) No.

National Trust of Western Australia

- (a)–(j) No.

Department of Planning, Lands and Heritage

- (a)–(j) Please refer to Legislative Assembly question on notice 3700

Heritage Council of Western Australia

- (a)–(j) ICT support is provided by the Department of Planning, Lands and Heritage; please refer to Legislative Assembly question on notice 3700.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS — HUAWEI PHONES

**3696. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr M.P. Murray replied:**

Combat Sports Commission

(a)–(i) No.

(j) Yes, 3, pin activated and can potentially access Cabinet documents via email application.

VenuesWest

(a)–(j) No.

WAIS

(a)–(j) No.

Department of Communities

Please refer to Legislative Assembly Question on Notice no 3702.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no 3694.

TREASURER — PORTFOLIOS — HUAWEI PHONES

**3697. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr B.S. Wyatt replied:**

Department of Treasury

(a)–(j) No.

Department of Finance

(a)–(j) No.

Western Australia Treasury Corporation

(a)–(j) No.

Economic Regulation Authority

(a)–(j) No.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3700.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly question on notice 3687.

Western Power

(a)–(j) Western Power has not purchased any of the devices listed, as they are not on our approved list of mobile devices.

Employees are able to install a BYOD (Bring your own Device) profile on their personal mobile phone to access email, calendar, Sharepoint or One Drive (excludes our document management and other corporate systems). This may include the listed devices. The data is encrypted and requires a corporate login and password for use.

Synergy

(a)–(j) No.

Horizon Power

(a)–(j) No.

Government Employees Superannuation Board

(a)–(j) No.

Fire and Emergency Services Superannuation Fund

(a)–(j) No.

Insurance Commission of Western Australia

(a)–(j) No.

Office of the Auditor General

(a)–(j) Nil – no devices of these makes and models are owned by the Office, however we have a mobile workforce and staff can also access their work email via their own personal devices, so long as they adhere to our strict information security and confidentiality policies. We employ a security layer beyond normal access protocols, however we do not currently seek information on the make of personal devices utilised by staff.

## MINISTER FOR TOURISM — PORTFOLIOS — HUAWEI PHONES

**3698. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr P. Papalia replied:**Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3687

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3690

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3694

Racing and Wagering Western Australia (RWWA)

No.

(a)–(j) Not applicable.

Western Australian Greyhound Racing Association (WAGRA)

No.

(a)–(j) Not applicable.



Burswood Park Board (BPB)

No.

(a)–(j) Not applicable.

Small Business Portfolio

Small Business Development Corporation

No.

(a)–(j) Not applicable.

Defence Issues Portfolio

Please refer to Legislative Assembly Question on Notice 3687.

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3694.

MINISTER FOR MINES AND PETROLEUM — PORTFOLIOS — HUAWEI PHONES

**3699. Mr Z.R.F. Kirkup to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr W.J. Johnston replied:**

- (a)–(j) Undertaking work to disaggregate this information would divert staff away from their normal duties and I am not willing to allocate the State's resources in this manner to provide a response.

MINISTER FOR TRANSPORT — PORTFOLIOS — HUAWEI PHONES

**3700. Mr Z.R.F. Kirkup to the Minister for Transport; Planning; Lands:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Ms R. Saffioti replied:**Department of Planning, Lands and Heritage

(a)–(j) No.

Western Australian Planning Commission

(a)–(j) No.

Department of Transport

(a)–(j) No.

Main Roads Western Australia

(a)–(j) No.

Public Transport Authority

(a)–(j) No.

Fremantle Ports Authority

(a)–(j) No.

Kimberley Ports Authority

(a)–(j) No.

Mid West Ports Authority

(a)–(j) No.

Pilbara Ports Authority

(a)–(j) No.

Southern Ports Authority

(a)–(j) No.

Landcorp

(a)–(j) No.

Landgate

(a)–(j) No.

Metropolitan Redevelopment Authority

(a)–(j) No.

## MINISTER FOR HOUSING — PORTFOLIOS — HUAWEI PHONES

**3701. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3702.

## MINISTER FOR CHILD PROTECTION — PORTFOLIOS — HUAWEI PHONES

**3702. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 are any of the following phones in use and if so, how many and do they have access to Cabinet, customer or commercially sensitive information:

- (a) HUAWEI P20 Pro;
- (b) HUAWEI Mate 10;
- (c) HUAWEI Mate 10 Pro;
- (d) HUAWEI nova 3e;
- (e) HUAWEI P10;
- (f) HUAWEI P10 Plus;
- (g) HUAWEI nova 2i;
- (h) HUAWEI nova 2 lite;
- (i) HUAWEI Y5II; and
- (j) HUAWEI Y7?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

- (a)–(j) No, the Department of Communities has none of these devices.

## MINISTER FOR HEALTH — PORTFOLIOS — HUAWEI MOBILE AND BROADBAND DEVICES

**3705. Mr Z.R.F. Kirkup to the Deputy Premier; Minister for Health; Mental Health:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr R.H. Cook replied:**

Department of Health and health service providers advise:

- (a) Nil.
- (b) One. The device is not used to transmit Cabinet, or commercially sensitive information.
- (c)–(d) Nil.

Mental Health Commission advises:

- (a) Nil.
- (b) 17. Any access to sensitive information, including Cabinet, customer or commercially sensitive information is protected via a secure and encrypted Virtual Private Network connection to the agency's network.
- (c) Nil.
- (d) Nil.

Healthway advises:

- (a)–(d) Nil.

Health & Disability Services Complaints Office advises:

- (a)–(d) Nil.

Animal Resources Authority advises:

- (a)–(d) Nil.

MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS —  
HUAWEI MOBILE AND BROADBAND DEVICES

**3706. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr P. Papalia replied:**

Department of Education

- (a)–(d) No. The devices listed are not in use in the corporate division within Central or Regional Offices of the Department. Schools have not been surveyed for a response to this question.

Department of Training and Workforce Development

North Metropolitan TAFE

South Metropolitan TAFE

North Regional TAFE

Central Regional TAFE

South Regional TAFE

Building Construction Industry Training Fund

- (a)–(d) No.

MINISTER FOR ENVIRONMENT — PORTFOLIOS — HUAWEI MOBILE AND BROADBAND DEVICES

**3707. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr R.R. Whitby replied:**

- (a)–(d) Nil.

MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS —  
HUAWEI MOBILE AND BROADBAND DEVICES

**3709. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr M. McGowan replied:**

No.

(a)–(d) Not Applicable.

MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS —  
HUAWEI MOBILE AND BROADBAND DEVICES

**3710. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr F.M. Logan replied:**

The Department of Fire and Emergency Services (DFES) advises:

- (a) 28
- (b) Nil.
- (c) Nil.
- (d) Nil.

The Office of the Inspector of Custodial Services advises:

(a)–(d) No, the Office does not use these tablets or broadband devices.

For The Department of Justice, please see Legislative Assembly Question on Notice number 3712.

MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS —  
HUAWEI MOBILE AND BROADBAND DEVICES

**3711. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr D.A. Templeman replied:**

Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

- (a) No.
- (b) Yes – 30 devices, issued by Telstra, No access to classified data.
- (c)–(d) No.

Metropolitan Cemeteries Board

(a)–(d) No.

National Trust of Western Australia

(a)–(d) No.

Department of Planning, Lands and Heritage

(a)–(d) Please refer to Legislative Assembly question on notice 3717.

Heritage Council of Western Australia

(a)–(d) No.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS —  
HUAWEI MOBILE AND BROADBAND DEVICES

**3713. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr M.P. Murray replied:**

Combat Sports Commission

(a)–(d) No.

VenuesWest

(a)–(d) No.

WAIS

(a)–(d) No.

Department of Communities

Please refer to Legislative Assembly Question on Notice no 3719.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no 3711.

TREASURER — PORTFOLIOS — HUAWEI MOBILE AND BROADBAND DEVICES

**3714. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr B.S. Wyatt replied:**

Department of Treasury

(a)–(d) No.

Department of Finance

(a) No.

(b) Two. These devices do not have access to or transmit Cabinet, customer or commercially sensitive information.

(c)–(d) No.

Western Australia Treasury Corporation

(a)–(d) No.

Economic Regulation Authority

(a)–(d) No.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3717.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly question on notice 3704.

Western Power

(a)–(d) No.

Synergy

(a)–(d) No.

Horizon Power

(a)–(d) No.

Government Employees Superannuation Board

(a)–(d) No.

Fire and Emergency Services Superannuation Fund

(a)–(d) No.

Insurance Commission of Western Australia

(a)–(d) No.

Office of the Auditor General

(a)–(d) Nil – no devices of these makes and models are owned by the Office, however we have a mobile workforce and staff can also access their work email via their own personal devices, so long as they adhere to our strict information security and confidentiality policies. We employ a security layer beyond normal access protocols.

## MINISTER FOR TOURISM — PORTFOLIOS — HUAWEI MOBILE AND BROADBAND DEVICES

**3715. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr P. Papalia replied:**Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3704

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3707

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3711

Racing and Wagering Western Australia (RWVA)

No.

(a)–(d) Not applicable.

Western Australian Greyhound Racing Association (WAGRA)

No.

(a)–(d) Not applicable.

Burswood Park Board (BPB)

No.

(a)–(d) Not applicable.

Small Business Portfolio

Small Business Development Corporation

No.

(a)–(d) Not applicable.

Defence Issues Portfolio

Please refer to Legislative Assembly Question on Notice 3704.

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3711.

MINISTER FOR MINES AND PETROLEUM — PORTFOLIOS —  
HUAWEI MOBILE AND BROADBAND DEVICES

**3716. Mr Z.R.F. Kirkup to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr W.J. Johnston replied:**

- (a)–(d) Undertaking work to disaggregate this information would divert staff away from their normal duties and I am not willing to allocate the State's resources in this manner to provide a response.

MINISTER FOR HOUSING — PORTFOLIOS — HUAWEI MOBILE AND BROADBAND DEVICES

**3718. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3719.

MINISTER FOR CHILD PROTECTION — PORTFOLIOS —  
HUAWEI MOBILE AND BROADBAND DEVICES

**3719. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile tables or broadband devices in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) HUAWEI E3372 mobile broadband;
- (b) HUAWEI E8372 mobile broadband;
- (c) HUAWEI MediaPad M2 8.0; and
- (d) HUAWEI MediaPad T3?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

- (a)–(d) No, the Department of Communities has none of these devices.



## PREMIER — PORTFOLIOS — ZTE PHONES

**3721. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr M. McGowan replied:**

Goldcorp, Lotterywest, Department of Premier and Cabinet, Public Sector Commission, Salaries and Allowance Tribunal and State Development, Jobs and Trade:

No.

## MINISTER FOR HEALTH — PORTFOLIOS — ZTE PHONES

**3722. Mr Z.R.F. Kirkup to the Deputy Premier; Minister for Health; Mental Health:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr R.H. Cook replied:**

Department of Health and health service providers advise:

- (a)–(m) Nil.
- (n) Four. The devices are not used to transmit Cabinet, or commercially sensitive information.
- (o)–(ii) Nil.

Mental Health Commission advises:

(a)–(ii) Nil.

Healthway advises:

(a)–(ii) Nil.

Health & Disability Services Complaints Office advises:

(a)–(ii) Nil.

## MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS — ZTE PHONES

**3723. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr P. Papalia replied:**Department of Education

(a)–(ii) No.

The devices listed are not in use in the corporate division within Central or Regional Offices of the Department. Schools have not been surveyed for a response to this question.

Department of Training and Workforce DevelopmentNorth Metropolitan TAFESouth Metropolitan TAFENorth Regional TAFECentral Regional TAFESouth Regional TAFEBuilding Construction Industry Training Fund

(a)–(ii) No.

## MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS — ZTE PHONES

**3726. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;

- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr D.A. Templeman replied:**

- (a)–(ii) No, not applicable.

MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS — ZTE PHONES

**3727. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr F.M. Logan replied:**

The Office of the Inspector of Custodial Services advises:

No.

The Department of Fire and Emergency Services advises:

No.

For the Department of Justice please see Legislative Assembly Question on Notice number 3729

**MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS — ZTE PHONES**

**3728. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr D.A. Templeman replied:**

Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

(a)–(ii) No.

Metropolitan Cemeteries Board

(a)–(ii) No.

National Trust of Western Australia

(a)–(ii) No.

Department of Planning, Lands and Heritage

(a)–(ii) Please refer to Legislative Assembly question on notice 3734

Heritage Council of Western Australia

(a)–(ii) No.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS — ZTE PHONES

**3730. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;

- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr M.P. Murray replied:**Combat Sports Commission

(a)–(ii) No.

VenuesWest

(a)–(ii) No.

WAIS

(a)–(ii) No.

Department of Communities

Please refer to Legislative Assembly Question on Notice no 3736.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no 3728.

## TREASURER — PORTFOLIOS — ZTE PHONES

**3731. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;



- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr B.S. Wyatt replied:**

Department of Treasury

(a)–(ii) No.

Department of Finance

(a)–(ii) No.

Western Australia Treasury Corporation

(a)–(ii) No.

Economic Regulation Authority

(a)–(ii) No.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3734.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly question on notice 3721.

Western Power

(a)–(ii) Western Power has not purchased any of the devices listed, as they are not on our approved list of mobile devices.

Employees are able to install a BYOD (Bring your own Device) profile on their personal mobile phone to access email, calendar, Sharepoint or One Drive (excludes our document management and other corporate systems). This may include the listed devices. The data is encrypted and requires a corporate login and password for use.

Synergy

(a)–(ii) No.

Horizon Power

(a)–(ii) No.

Government Employees Superannuation Board

(a)–(ii) No.

Fire and Emergency Services Superannuation Fund

(a)–(ii) No.

Insurance Commission of Western Australia

(a)–(ii) No.

Office of the Auditor General

(a)–(ii) Nil – no devices of these makes and models are owned by the Office, however we have a mobile workforce and staff can also access their work email via their own personal devices, so long as they adhere to our strict information security and confidentiality policies. We employ a security layer beyond normal access protocols.

## MINISTER FOR TOURISM — PORTFOLIOS — ZTE PHONES

**3732. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr P. Papalia replied:**Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3721

Rottneet Island Authority

Please refer to Legislative Assembly Question on Notice 3724

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3728

Racing and Wagering Western Australia (RWWA)

No.

(a)–(ii) Not applicable.

Western Australian Greyhound Racing Association (WAGRA)

No.

(a)–(ii) Not applicable.

Burswood Park Board (BPB)

No.

(a)–(ii) Not applicable.

Small Business Portfolio

Small Business Development Corporation

No.

(a)–(ii) Not applicable.

Defence Issues Portfolio

Please refer to Legislative Assembly Question on Notice 3721

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3728

## MINISTER FOR MINES AND PETROLEUM — PORTFOLIOS — ZTE PHONES

**3733. Mr Z.R.F. Kirkup to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;

- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr W.J. Johnston replied:**

- (a)–(ii) Undertaking work to disaggregate this information would divert staff away from their normal duties and I am not willing to allocate the State's resources in this manner to provide a response.

MINISTER FOR TRANSPORT — PORTFOLIOS — ZTE PHONES

**3734. Mr Z.R.F. Kirkup to the Minister for Transport; Planning; Lands:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;

- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Ms R. Saffioti replied:**

Department of Planning, Lands and Heritage

(a)–(ii) No.

Western Australian Planning Commission

(a)–(ii) No.

Department of Transport

(a)–(m) Nil.

(n) 2; No.

(o)–(bb) Nil.

(cc) 2; No.

(dd)–(ii) Nil.

Main Roads Western Australia

(a)–(ii) No.

Public Transport Authority

(a)–(m) Nil.

(n) 92; No.

(o)–(bb) Nil.

(cc) 1; No.

(dd)–(ii) Nil.

Fremantle Ports Authority

(a)–(ii) No.

Kimberley Ports Authority

(a)–(ii) No.

Mid West Ports Authority

(a)–(ii) No.

Pilbara Ports Authority

(a)–(bb) Nil.

(cc) 13; No.

(dd)–(ii) Nil.

Southern Ports Authority

(a)–(ii) No.

Landcorp

(a)–(ii) No.

Landgate

(a)–(ii) No.

Metropolitan Redevelopment Authority

(a)–(ii) No.

## MINISTER FOR HOUSING — PORTFOLIOS — ZTE PHONES

**3735. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3736.

MINISTER FOR CHILD PROTECTION — PORTFOLIOS — ZTE PHONES

**3736. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women’s Interests; Prevention of Family and Domestic Violence; Community Services:**

For all departments, agencies, government trading enterprises or boards within the Minister’s portfolio responsibilities, I ask, as at 8 August 2018 are any of the following mobile phones in use and if so, how many and do they have access to or transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE T57;
- (b) ZTE AXON 7;
- (c) ZTE AXON 7 Mini;
- (d) ZTE Blade V7 Plus;
- (e) ZTE T85;
- (f) ZTE B815;
- (g) ZTE A520;
- (h) ZTE A602;
- (i) ZTE F327S;
- (j) ZTE Blade;
- (k) ZTE Blade L111;
- (l) ZTE R350;
- (m) ZTE T21;
- (n) ZTE T55a;
- (o) ZTE T403;
- (p) ZTE A112;
- (q) ZTE B112;
- (r) ZTE Blade A475;
- (s) ZTE Blade A462;
- (t) ZTE Blade V7;
- (u) ZTE A462;
- (v) ZTE A462 Skinny;
- (w) ZTE Blade L5;
- (x) ZTE Blade V7 Lite;
- (y) ZTE A110;
- (z) ZTE F328;
- (aa) ZTE A110;
- (bb) ZTE R84;
- (cc) ZTE T84;
- (dd) ZTE T816;
- (ee) ZTE B816;
- (ff) ZTE Blade Q Lux;
- (gg) ZTE Fit 4G Smart;
- (hh) ZTE T126; and
- (ii) ZTE T815?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

The Department of Communities has the following devices:

- (a) ZTE T57 – 2
- (b)–(m) Nil.
- (n) ZTE T55A – 14
- (o)–(gg) Nil.
- (hh) ZTE T126 – 1
- (ii) Nil.

The devices listed have no access to sensitive data as they are only used as telephones.

**MINISTER FOR HEALTH — PORTFOLIOS — ZTE BROADBAND DEVICES**

**3739. Mr Z.R.F. Kirkup to the Deputy Premier; Minister for Health; Mental Health:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr R.H. Cook replied:**

Department of Health and health service providers advise:

- (a) Nil.
- (b) One. The device is not used to transmit Cabinet, or commercially sensitive information.
- (c) Nil.

Mental Health Commission advises:

- (a)–(c) Nil.

Health & Disability Services Complaints Office (HaDSCO) advises:

- (a)–(c) Nil.

Healthway advises:

- (a)–(c) Nil.

Animal Resources Authority advises:

- (a)–(c) Nil.

**MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS — ZTE BROADBAND DEVICES**

**3740. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr P. Papalia replied:**

Department of Education

- (a)–(c) No. The devices listed are not in use in the corporate division within Central or Regional Offices of the Department. Schools have not been surveyed for a response to this question.



Department of Training and Workforce DevelopmentNorth Metropolitan TAFESouth Metropolitan TAFENorth Regional TAFECentral Regional TAFESouth Regional TAFEBuilding Construction Industry Training Fund

(a)–(c) No.

## MINISTER FOR ENVIRONMENT — PORTFOLIOS — ZTE BROADBAND DEVICES

**3741. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr R.R. Whitby replied:**

(a)–(c) Nil.

## MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS — ZTE BROADBAND DEVICES

**3743. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr M. McGowan replied:**

(a)–(c) Nil.

## MINISTER FOR EMERGENCY SERVICES — PORTFOLIOS — ZTE BROADBAND DEVICES

**3744. Mr Z.R.F. Kirkup to the Minister for Emergency Services; Corrective Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr F.M. Logan replied:**

None of these are in use.

## MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS — ZTE BROADBAND DEVICES

**3745. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage, Culture and the Arts:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr D.A. Templeman replied:**

Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

(a)–(b) No.

(c) 1 – (not used to transmit Cabinet, customer or commercially sensitive information.)

Metropolitan Cemeteries Board

(a)–(c) No.

National Trust of Western Australia

(a)–(c) No.

Department of Planning, Lands and Heritage

(a)–(c) Please refer to Legislative Assembly question on notice 3751

Heritage Council of Western Australia

(a)–(c) No.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS — ZTE BROADBAND DEVICES

**3747. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

(a) ZTE MF910Y;

(b) ZTE MF910V; and

(c) ZTE MF910 Black?

**Mr M.P. Murray replied:**

Combat Sports Commission

(a)–(c) No.

VenuesWest

(a)–(c) No.

WAIS

(a)–(c) No.

Department of Communities

Please refer to Legislative Assembly Question on Notice no 3753.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no 3745.

TREASURER — PORTFOLIOS — ZTE BROADBAND DEVICES

**3748. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

(a) ZTE MF910Y;

(b) ZTE MF910V; and

(c) ZTE MF910 Black?

**Mr B.S. Wyatt replied:**

Department of Treasury

(a)–(c) No.

Department of Finance

(a)–(c) No.

Western Australia Treasury Corporation

(a)–(c) No.

Economic Regulation Authority

(a)–(c) No.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3751.

Aboriginal Policy and Coordination Unit

Please refer to Legislative Assembly question on notice 3738.

Western Power

(a)–(c) No.

Synergy

(a)–(c) No.

Horizon Power

(a)–(c) No.

Government Employees Superannuation Board

(a)–(c) No.

Fire and Emergency Services Superannuation Fund

(a)–(c) No.

Insurance Commission of Western Australia

(a)–(c) No.

Office of the Auditor General

(a)–(c) No.

MINISTER FOR TOURISM — PORTFOLIOS — ZTE BROADBAND DEVICES

**3749. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3738

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3741

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3745

Racing and Wagering Western Australia (RWVA)

No.

(a)–(c) Not applicable.

Western Australian Greyhound Racing Association (WAGRA)

No.

(a)–(c) Not applicable.

Burswood Park Board (BPB)

No.

(a)–(c) Not applicable.

Small Business Portfolio

Small Business Development Corporation

No.

(a)–(c) Not applicable.

Defence Issues Portfolio

Please refer to Legislative Assembly Question on Notice 3748

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3745

MINISTER FOR MINES AND PETROLEUM — PORTFOLIOS — ZTE BROADBAND DEVICES

**3750. Mr Z.R.F. Kirkup to the Minister for Mines and Petroleum; Commerce and Industrial Relations; Electoral Affairs; Asian Engagement:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr W.J. Johnston replied:**

(a)–(c) Undertaking work to disaggregate this information would divert staff away from their normal duties and I am not willing to allocate the State's resources in this manner to provide a response.

MINISTER FOR TRANSPORT — PORTFOLIOS — ZTE BROADBAND DEVICES

**3751. Mr Z.R.F. Kirkup to the Minister for Transport; Planning; Lands:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Ms R. Saffioti replied:**

Department of Planning, Lands and Heritage

(a)–(c) No.

Western Australian Planning Commission

(a)–(c) No.

Department of Transport

(a)–(c) No.

Main Roads Western Australia

(a)–(c) No.

Public Transport Authority

(a)–(c) No.

Fremantle Ports Authority

(a)–(c) No.

Kimberley Ports Authority

(a)–(c) No.

Mid West Ports Authority

(a)–(c) No.

Pilbara Ports Authority

(a)–(c) No.

Southern Ports Authority

(a)–(c) No.

Landcorp

(a)–(c) No.

Landgate

(a)–(b) No.

(c) 1; No.

Metropolitan Redevelopment Authority

(a)–(c) No.

## MINISTER FOR HOUSING — PORTFOLIOS — ZTE BROADBAND DEVICES

**3752. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3753

## MINISTER FOR CHILD PROTECTION — PORTFOLIOS — ZTE BROADBAND DEVICES

**3753. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask, as at 8 August 2018 are any of the following mobile broadband devices in use and if so, how many and are they used to transmit Cabinet, customer or commercially sensitive information:

- (a) ZTE MF910Y;
- (b) ZTE MF910V; and
- (c) ZTE MF910 Black?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

(a)–(c) No, the Department of Communities has none of these devices.

## MINISTER FOR TRANSPORT — PORTFOLIOS — COMPUTER NETWORK SECURITY — STAFF

**3768. Mr Z.R.F. Kirkup to the Minister for Transport; Planning; Lands:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities I ask as at 8 August 2018:

- (a) How many FTEs are dedicated, either fully or partially as defined in their job description, to the security of the internal network systems:
  - (i) What is their job title and associated PSGA level;
- (b) How many FTEs are dedicated, either fully or partially as defined in their job description, to the security of the external facing network systems and websites:
  - (i) What is their job title and associated PSGA level; and
- (c) How many FTEs are dedicated, either fully or partially as defined in their job description, to the security of internet enabled devices:
  - (i) What is their job title and associated PSGA level?

**Ms R. Saffioti replied:**

Refer to Legislative Assembly Question on Notice 3755.

## PREMIER — PORTFOLIOS — COMPUTER NETWORK SECURITY — THIRD-PARTY SOFTWARE

**3772. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr M. McGowan replied:**Goldcorp

- (a) (i) All nodes (approximately 500) are protected by the perimeter firewalls(s). All client workstations (approximately 350) also have software firewalls installed and actively protecting devices.
- (ii) No.
  - (A) Not applicable.
- (b) (i) All nodes (approximately 500) are protected by multiple antivirus and threat detection products.
- (ii) No.
  - (A) Not applicable.

Lotterywest

As at 8 August 2018:

- (a) All Lotterywest systems and networks are protected by firewalls using third party software (Fostinet).
  - (i) Lotterywest has 250 device licenses protected by firewall software.
  - (ii) None of Lotterywest's network systems, computers and devices are unprotected by firewall software.
    - (A) Not applicable.
- (b) Lotterywest utilises third party anti-virus software.
  - (i) Lotterywest has 650 software licences protected by anti-virus software.
  - (ii) None of Lotterywest's network systems, computers and devices are unprotected by anti-virus software.
    - (A) Not applicable.

Department of Premier and Cabinet

- (a) Yes (commercial product).
  - (i) Approx. 2,000.
  - (ii) No.
    - (A) Not applicable.
- (b) Yes (commercial product).
  - (i) Approx. 2,000.
  - (ii) No.
    - (A) Not applicable.

Public Sector Commission

(a)–(b) The Public Sector Commission’s network systems are managed by the Department of the Premier and Cabinet (DPC). Please see the DPC response to this question.

Salaries and Allowance Tribunal

Please refer to the response from the Department of the Premier and Cabinet, which is the service provider to the Tribunal.

Department of Jobs, Tourism, Science and Innovation advises:

- (a) Yes.
- (i) 6366.
  - (ii) No network systems, computers or devices that connect to the internal corporate network are unprotected by firewall functionality.
    - (A) Not applicable.
- (b) Yes.
- (i) 2150.
  - (ii) No network systems, computers or devices that connect to the internal corporate network are unprotected by firewall functionality.
    - (A) Not applicable.

Tourism WA advises:

- (a) No.
- (i) Not applicable.
  - (ii) Not applicable.
    - (A) Not applicable.
- (b) Yes.
- (i) 170.
  - (ii) Yes.
    - (A) No.

MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — THIRD-PARTY SOFTWARE

**3774. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

For all departments, agencies, government trading enterprises or boards within the Minister’s portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
- (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
- (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr P. Papalia replied:**Department of Education

- (a) Yes.
- (i) All network systems, computers and devices are protected by firewalls.
  - (ii) No.
    - (A) Not applicable.

- (b) Yes.
- (i) All department-owned network systems, computers and devices are protected by anti-virus software.
- (ii) No.
- (A) Not applicable.

Department of Training and Workforce Development

- (a) Yes.
- (i) 1,822
- (ii) No.
- (A) Not Applicable.
- (b) Yes.
- (i) 1589
- (ii) Yes.
- (A) No.

North Metropolitan TAFE

- (a) Yes.
- (i) 9,769
- (ii) No.
- (A) Not Applicable.
- (b) Yes.
- (i) 9,132
- (ii) No.
- (A) Not Applicable.

South Metropolitan TAFE

- (a) Yes.
- (i) 5,039
- (ii) No.
- (A) Not Applicable.
- (b) Yes.
- (i) 4,257
- (ii) No.
- (A) Not Applicable.

North Regional TAFE

- (a) Yes.
- (i) 1,258
- (ii) No.
- (A) Not Applicable.
- (b) Yes.
- (i) 1258
- (ii) No.
- (A) Not Applicable.

Central Regional TAFE

- (a) Yes.
- (i) 744
- (ii) No.
- (A) Not Applicable.



- (b) Yes.
  - (i) 1,380
  - (ii) No.
  - (A) Not Applicable.

South Regional TAFE

- (a) Yes.
  - (i) 2,918
  - (ii) No.
  - (A) Not Applicable.
- (b) Yes.
  - (i) 2,200
  - (ii) Yes.
  - (A) No.

Building Construction Industry Training Fund

- (a) Yes.
  - (i) 30
  - (ii) No.
  - (A) Not Applicable.
- (b) Yes.
  - (i) 30
  - (ii) No.
  - (A) No.

MINISTER FOR ENVIRONMENT — PORTFOLIOS — COMPUTER NETWORK SECURITY —  
THIRD-PARTY SOFTWARE

**3775. Mr Z.R.F. Kirkup to the parliamentary secretary representing the Minister for Environment; Disability Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr R.R. Whitby replied:**

For the Department of Biodiversity, Conservation and Attraction

- (a) Yes.
  - (i) Approximately 2100 Windows devices.
  - (ii) No. All non-Windows devices are protected by the network hardware firewall.
  - (ii) (A) Not applicable.
- (b) Yes.
  - (i) Approximately 2100 Windows devices.
  - (ii) No. All non-Windows devices are protected by the network hardware firewall.
  - (ii) (A) Not applicable.

MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS —  
COMPUTER NETWORK SECURITY— THIRD-PARTY SOFTWARE

**3777. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr M. McGowan replied:**

- (a) Yes.
  - (i) 10 networks, 3196 computers and devices protected (42 licences issued)
  - (ii) No.
    - (A) Not Applicable.
- (b) Yes.
  - (i) 10 networks, 2930 computers and devices protected (42 licences issued)
  - (ii) No.
    - (A) Not Applicable.

MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS — COMPUTER NETWORK SECURITY —  
THIRD-PARTY SOFTWARE

**3779. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr D.A. Templeman replied:**

Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

- (a) Yes.
  - (i) All.
  - (ii) No.
    - (A) No.

- (b) Yes.
  - (i) 770 seats are protected.
  - (ii) No.
    - (A) No.

Metropolitan Cemeteries Board

- (a) Yes.
  - (i) All.
  - (ii) No.
    - (A) No.
- (b) Yes.
  - (i) All.
  - (ii) No.
    - (A) No.

National Trust of Western Australia

- (a) Yes.
  - (i) All.
  - (ii) No.
    - (A) No.
- (b) Yes.
  - (i) All.
  - (ii) No.
    - (A) No.

Department of Planning, Lands and Heritage

(a)–(b) Please refer to Legislative Assembly question on notice 3785

Heritage Council of Western Australia

(a)–(b) ICT support is provided by the Department of Planning, Lands and Heritage; please refer to Legislative Assembly question on notice 3785.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — THIRD-PARTY SOFTWARE

**3781. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr M.P. Murray replied:**

Department of Communities

Please refer to Legislative Assembly Question on Notice no 3787.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no 3779.

VenuesWest

- (a) Yes.
  - (i) 50 Servers, 332 Devices
  - (ii) No.
    - (A) Not applicable.
- (b) Yes.
  - (i) 50 Servers, 379 Devices
  - (ii) No.
    - (A) Not applicable.

WAIS

- (a) Yes.
  - (i) All except mobile phones.
  - (ii) Mobile phones.
    - (A) Not applicable.
- (b) Yes.
  - (i) All except mobile phones.
  - (ii) Mobile phones.
    - (A) No.

Combat Sports Commission

- (a) Yes.
  - (i) All.
  - (ii) No.
    - (A) Not applicable.
- (b) Yes.
  - (i) All.
  - (ii) No.
    - (A) Not applicable.

TREASURER — PORTFOLIOS — COMPUTER NETWORK SECURITY — THIRD-PARTY SOFTWARE

**3782. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr B.S. Wyatt replied:**Department of Treasury

- (a)–(b) The Department of Finance provide Treasury’s enterprise security service under a service level agreement. Treasury’s information will be contained within the Department of Finance response.

Department of Finance

- (a) Yes.
- (i) One enterprise licence.
  - (ii) No.
    - (A) Not applicable.
- (b) Yes.
- (i) One enterprise licence, 3,000 end point licences.
  - (ii) No.
    - (A) Not applicable.

Western Australia Treasury Corporation

- (a) Yes.
- (i) 121 network systems, computers and devices.
  - (ii) No.
    - (A) Not applicable.
- (b) Yes.
- (i) 160 licences of Micro Trend Anti Virus.
  - (ii) No.
    - (A) Not applicable.

Economic Regulation Authority

- (a) No.
- (i)–(ii) Not applicable.
    - (A) Not applicable.
- (b) Yes.
- (i) 75 licences issued
  - (ii) No.
    - (A) Not applicable.

Department of Planning, Lands and Heritage

Please refer to Legislative Assembly question on notice 3785.

Aboriginal Policy Coordination Unit

Please refer to Legislative Assembly question on notice 3772.

Western Power

- (a) Yes, Western Power operates firewall software both at the perimeter of the enterprise and on each desktop
- (i) 5018 licenses have been issued.
  - (ii) Supervisory Control and Data Acquisition (SCADA) devices cannot run firewall or anti-virus but are protected by Network firewalls.
    - (A) No, these systems do not manage Cabinet, customer, commercial or sensitive information
- (b) Yes.
- (i) 5018 licenses have been issued.
  - (ii) Yes, several SCADA devices cannot run anti-virus but are protected by Network firewalls.
    - (A) No, these systems do not manage Cabinet, customer, commercial or sensitive information

Synergy

- (a) Yes.
  - (i) 2,500 approximately
  - (ii) No.
    - (A) Not applicable.
- (b) Yes.
  - (i) 2,300
  - (ii) Yes, Linux Operating System
    - (A) No.

Horizon Power

- (a) Yes.
  - (i) 10 Cisco Licenses that protect the entire Horizon environment.
  - (ii) No.
    - (A) Not Applicable.
- (b) Yes.
  - (i) 1000
  - (ii) No.
    - (A) Not Applicable.

Government Employees Superannuation Board

- (a)–(b) Please refer to the Department of Finance’s response to this question as GESB’s internal network systems are controlled and managed by the Department of Finance.

Fire and Emergency Services Superannuation Fund

- (a) Yes.
  - (i) Networking devices and total 7 desktop/laptops protected by a hardware edge firewall
  - (ii) No.
    - (A) Not applicable.
- (b)
  - (i) All desktop/laptops (7 in total) are protected
  - (ii) No.
    - (A) Not applicable.

Insurance Commission of Western Australia

- (a) Yes.
  - (i) 880 network systems, computers and devices.
  - (ii) No.
    - (A) Not applicable.
- (b) Yes.
  - (i) 880 network systems, computers and devices.
  - (ii) No.
    - (A) Not applicable.

Office of the Auditor General

- (a) Yes
  - (i) 249
  - (ii) No.
    - (A) Not applicable.
- (b) Yes
  - (i) 228
  - (ii) No.
    - (A) Not applicable.

MINISTER FOR TOURISM — PORTFOLIOS — COMPUTER NETWORK SECURITY —  
THIRD-PARTY SOFTWARE

**3783. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3772

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3775

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3779

Racing and Wagering Western Australia (RWVA)

- (a) Yes.
  - (i) 7,145
  - (ii) No.
    - (A) No.
- (b) Yes.
  - (i) 5,700
  - (ii) Yes.
    - (A) No.

Western Australian Greyhound Racing Association (WAGRA)

- (a) Yes.
  - (i) 22
  - (ii) No.
    - (A) Not applicable.
- (b) Yes.
  - (i) 4
  - (ii) No.
    - (A) Not applicable.

Burswood Park Board (BPB)

- (a) Yes.
  - (i) 4
  - (ii) No.
    - (A) Not applicable.

- (b) Yes.
  - (i) 4
  - (ii) No.
    - (A) Not applicable.

Small Business Portfolio

Small Business Development Corporation

- (a) Yes.
  - (i) 133.
  - (ii) Yes.
    - (A) No.
- (b) Yes.
  - (i) 85.
  - (ii) Yes.
    - (A) No.

Defence Issues Portfolio

Please refer to Legislative Assembly Question on Notice 3772

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3779

MINISTER FOR HOUSING — PORTFOLIOS — COMPUTER NETWORK SECURITY —  
THIRD-PARTY SOFTWARE

**3786. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and
- (b) Third party anti-virus software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3787.

MINISTER FOR CHILD PROTECTION — PORTFOLIOS — COMPUTER NETWORK SECURITY —  
THIRD-PARTY SOFTWARE

**3787. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask as at 8 August 2018 do they operate any of the following:

- (a) Third party firewall software, if so:
  - (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by firewall software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information; and



- (b) Third party anti-virus software, if so:
- (i) How many network systems, computers and devices are protected (or what is the number of licences that have been issued); and
  - (ii) Are any network systems, computers and devices unprotected by anti-virus software:
    - (A) Do any of these unprotected systems, computers or devices manage Cabinet, customer, commercial or sensitive information?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

- (a) Yes.
  - (i) 7,647 licenses have been issued.
  - (ii) No.
    - (A) Not applicable.
- (b) Yes.
  - (i) 7,257 licenses are in use.
  - (ii) No.
    - (A) Not applicable.

PREMIER — PORTFOLIOS — COMPUTER NETWORK SECURITY — CONSULTANTS

**3789. Mr Z.R.F. Kirkup to the Premier; Minister for Public Sector Management; State Development, Jobs and Trade; Federal–State Relations:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:
  - (i) If so, what consultant or company was engaged and on what date;
  - (ii) If so, did it include any social engineering or phishing tests; and
  - (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:
  - (i) If so, what consultant or company was engaged and on what date; and
  - (ii) If so, what website (domain only) was tested?

**Mr M. McGowan replied:**

Goldcorp

- (a) No.
  - (iii) Network segmentation is currently underway and network vulnerability tests be executed once complete.
- (b)
  - (i) Computest Services BV – Security Vulnerability Test – July 2017.
  - (ii) Perthmint.com

Lotterywest

- (a) Since 11 March 2017 Lotterywest has engaged companies to run penetration or 'White Hat' tests on internal or external network systems.
  - (i) Lotterywest engaged KPMG to perform scheduled yearly Network and Security Audits in July 2017 and August 2018.
  - (ii) Both of these audits included social engineering and phishing tests.
  - (iii) Not applicable.
- (b) Since 11 March 2017 Lotterywest has engaged independent consultants or companies to run penetration or 'White Hat' tests on our websites.
  - (i) Lotterywest engaged Asterisk to perform a penetration test in August 2017 and August 2018.
  - (ii) The following websites were tested:
    - Public website: [www.lotterywest.wa.gov.au](http://www.lotterywest.wa.gov.au) including Grants portal and Play Online portal.

Premier and Cabinet

- (a) Yes.
- (i) Ernst and Young, February 2017. Conducted over March and April 2017.
  - (ii) No.
  - (iii) Not within the scope of the engagement.
- (b) Yes.
- (i) Ernst and Young, February 2017. Conducted over March and April 2017.
  - (ii) \*.dpc.wa.gov.au, constitutionalcentre.wa.gov.au, mp.wa.gov.au, premier.wa.gov.au, sat.wa.gov.au.

Public Sector Commission advises:

- (a) The Public Sector Commission's internal and external network systems are managed by and sit within the Department of the Premier Cabinet's (DPC) infrastructure. Please see the DPC response to this question.
- (b) Yes.
- (i) Stantons International, from mid-2017
  - (ii) Websites / domains:
    - (1) www.publicsector.wa.gov.au
    - (2) www.intersector.wa.gov.au
    - (3) www.icg.wa.gov.au
    - (4) www.lobbyists.wa.gov.au
    - (5) www.jobs.wa.gov.au
    - (6) www.sharingculture.wa.gov.au

Salaries and Allowances Tribunal

Please refer to the response from the Department of the Premier and Cabinet, which is the service provider to the Tribunal.

Department of Jobs, Tourism, Science and Innovation

- (a) Yes.
- (i) Diamond Cyber – 01 June 2017; Office of the Auditor General – 01 July 2018.
  - (ii) Yes.
  - (iii) Not applicable.
- (b) Yes.
- (i) HiVint, February 2018.
  - (ii) www.industrylink.wa.gov.au

MINISTER FOR EDUCATION AND TRAINING — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — CONSULTANTS

**3791. Mr Z.R.F. Kirkup to the minister representing the Minister for Education and Training:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:
- (i) If so, what consultant or company was engaged and on what date;
  - (ii) If so, did it include any social engineering or phishing tests; and
  - (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:
- (i) If so, what consultant or company was engaged and on what date; and
  - (ii) If so, what website (domain only) was tested?

**Mr P. Papalia replied:**

- (a) Yes.
  - (i) Diamond Cyber Security were engaged to conduct an external penetration test in May 2018.
  - (ii) Yes.
  - (iii) Not applicable.
- (b) Yes.
  - (i) Diamond Cyber Security were engaged to conduct an external penetration test in May 2018.
  - (ii) The Penetration Testing included the websites of the Teacher Registration Board, Training Accreditation Council and the former Department of Education Services, specifically including the following domains:
    - <http://www.trb.wa.gov.au>;
    - <http://www.tac.wa.gov.au>; and
    - <http://www.des.wa.gov.au>.

Department of Training and Workforce Development

- (a) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) Yes.
  - (iii) Not Applicable.
- (b) Yes.
  - (i) ES2 Pty Ltd were engaged 20/03/2018 to perform penetration testing of websites for the Department of Training and Workforce Development and the five TAFE colleges.
  - (ii) [www.dtwd.wa.gov.au](http://www.dtwd.wa.gov.au),  
[www.northmetrotafe.wa.edu.au](http://www.northmetrotafe.wa.edu.au),  
[www.southmetrotafe.wa.edu.au](http://www.southmetrotafe.wa.edu.au),  
[www.northregionaltafe.wa.edu.au](http://www.northregionaltafe.wa.edu.au),  
[www.centralregionaltafe.wa.edu.au](http://www.centralregionaltafe.wa.edu.au),  
[www.southregionaltafe.wa.edu.au](http://www.southregionaltafe.wa.edu.au)

North Metropolitan TAFE

- (a) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) No.
  - (iii) This was not included in scope of sector security review. Social engineering was tested as part of Audit by Global2020 in August 2017
- (b) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) [www.northmetrotafe.wa.edu.au](http://www.northmetrotafe.wa.edu.au)

South Metropolitan TAFE

- (a) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) Yes.
  - (iii) Not Applicable.
- (b) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) [www.southmetrotafe.wa.edu.au](http://www.southmetrotafe.wa.edu.au)

North Regional TAFE

- (a) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018

- (ii) Yes.
- (iii) Not Applicable.
- (b) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) [www.northregionaltafe.wa.edu.au](http://www.northregionaltafe.wa.edu.au)

Central Regional TAFE

- (a) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) Yes.
  - (iii) Not Applicable.
- (b) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) [www.centralregionaltafe.wa.edu.au](http://www.centralregionaltafe.wa.edu.au)

South Regional TAFE

- (a) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) No.
  - (iii) The ES2 sector-wide engagement conducted social engineering tests for DTWD, the lessons from which are to be shared with SRT and other TAFE colleges.
- (b) Yes.
  - (i) ES2 Pty Ltd – 20/03/2018
  - (ii) [www.southregionaltafe.wa.edu.au](http://www.southregionaltafe.wa.edu.au)

Building Construction Industry Training Fund

- (a) No.
  - (i)–(iii) Not applicable.
- (b) No.
  - (i)–(ii) Not applicable.

MINISTER FOR REGIONAL DEVELOPMENT — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — CONSULTANTS

**3794. Mr Z.R.F. Kirkup to the minister representing the Minister for Regional Development; Agriculture and Food; Minister Assisting the Minister for State Development, Jobs and Trade:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:
  - (i) If so, what consultant or company was engaged and on what date;
  - (ii) If so, did it include any social engineering or phishing tests; and
  - (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:
  - (i) If so, what consultant or company was engaged and on what date; and
  - (ii) If so, what website (domain only) was tested?

**Mr M. McGowan replied:**

- (a) No.
  - (i)–(iii) Not Applicable.
- (b) No.
  - (i)–(ii) Not Applicable.

MINISTER FOR LOCAL GOVERNMENT — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — CONSULTANTS

**3796. Mr Z.R.F. Kirkup to the Minister for Local Government; Heritage; Culture and the Arts:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:
  - (i) If so, what consultant or company was engaged and on what date;
  - (ii) If so, did it include any social engineering or phishing tests; and
  - (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:
  - (i) If so, what consultant or company was engaged and on what date; and
  - (ii) If so, what website (domain only) was tested?

**Mr D.A. Templeman replied:**

Department of Local Government, Sport and Cultural Industries (including the Culture and Arts Portfolio Statutory Authorities)

- (a) Yes.
  - (i) Asterisk, 11/7/2017
  - (ii) No.
  - (iii) The focus of the assessment was to do a general health check for all ICT infrastructure and systems that DLGSC has inherited.
- (b) No.

Metropolitan Cemeteries Board

- (a) Yes.
  - (i) Ernest and Young, Jan 2017 to 21 March 2017
  - (ii) Yes (Social Engineering)
- (b) No.

National Trust of Western Australian

- (a)–(b) No.

Former State Heritage Office

- (a)–(b) No.

Department of Planning, Lands and Heritage

- (a)–(b) Please refer to Legislative Assembly question on notice 3802

Heritage Council of Western Australia

- (a)–(b) No.

MINISTER FOR SENIORS AND AGEING — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — CONSULTANTS

**3798. Mr Z.R.F. Kirkup to the Minister for Seniors and Ageing; Volunteering; Sport and Recreation:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:
  - (i) If so, what consultant or company was engaged and on what date;
  - (ii) If so, did it include any social engineering or phishing tests; and
  - (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:
  - (i) If so, what consultant or company was engaged and on what date; and
  - (ii) If so, what website (domain only) was tested?

**Mr M.P. Murray replied:**Department of Communities/Former Department of Local Government and Communities

Please refer to Legislative Assembly Question on Notice no 3804.

Sport and Recreation (WA)

Please refer to Legislative Assembly Question on Notice no 3796.

Former Department of Sport and Recreation

- (a)–(b) No specific penetration testing was undertaken during the 11 March 2017 to 30 June 2017 period by the Department of Sport and Recreation. Testing was undertaken in July 2017 by the new Department of Local Government, Sport and Cultural Industries which incorporates the former Department of Sport and Recreation.

WAIS

- (a) No.  
 (i)–(ii) Not applicable.  
 (iii) Not cost effective and risk is considered low.
- (b) No.  
 (i)–(ii) Not applicable.

VenuesWest

- (a) Yes.  
 (i) Asterisk Information Security – June 2018  
 (ii) No.  
 (iii) As this was the first test of systems, the purpose was to baseline. Additional testing with social engineering will be carried out in Q3 FY2018–19.
- (b) Yes.  
 (i) Asterisk Information Security – June 2018  
 (ii) Mypay.venueswest.wa.gov.au; Building Management System (No Domain – IP address Only)

Combat Sports Commission

- (a) Yes.  
 (i) Aterick – 11/07/2017  
 (ii) No.  
 (iii) The focus of the assessment was a general health check for all ICT infrastructure and systems that DLGSC inherited as a result of Machinery of Government changes.
- (b) No.  
 (i)–(ii) Not applicable.

## TREASURER — PORTFOLIOS — COMPUTER NETWORK SECURITY — CONSULTANTS

**3799. Mr Z.R.F. Kirkup to the Treasurer; Minister for Finance; Energy; Aboriginal Affairs:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:  
 (i) If so, what consultant or company was engaged and on what date;  
 (ii) If so, did it include any social engineering or phishing tests; and  
 (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:  
 (i) If so, what consultant or company was engaged and on what date; and  
 (ii) If so, what website (domain only) was tested?

**Mr B.S. Wyatt replied:**Department of Treasury

- (a) Yes (via the Department of Finance).
  - (i) ES2 – 1 February 2018 and Hivint – 28 June 2018.
  - (ii) Yes.
  - (iii) Not applicable.
- (b) Yes.
  - (i) ES2 – 13 and 29 March 2018.
  - (ii) [treasury.wa.gov.au/SIMS](http://treasury.wa.gov.au/SIMS) [www.ourstatebudget.wa.gov.au](http://www.ourstatebudget.wa.gov.au)

Department of Finance

- (a) Yes.
  - (i) ES2 on 1 February 2018; and Hivint on 29 June 2018
  - (ii) Yes.
  - (iii) Not applicable.
- (b) Yes.
  - (i) ES2 on 1 February 2018
  - (ii) Websites included in the scope of testing were:
    - [www.finance.wa.gov.au](http://www.finance.wa.gov.au)
    - [rol.osr.wa.gov.au](http://rol.osr.wa.gov.au)
    - [www.tenders.wa.gov.au](http://www.tenders.wa.gov.au)
    - [portal.bmw.wa.gov.au](http://portal.bmw.wa.gov.au)

Western Australia Treasury Corporation

- (a) Yes.
  - (i) KPMG August 2017 and Asterisk September 2017
  - (ii) KPMG No and Asterisk Yes.
  - (iii) Not applicable.
- (b) Yes.
  - (i) Asterisk September 2017
  - (ii) [www.watc.wa.gov.au](http://www.watc.wa.gov.au)

Economic Regulation Authority

- (a)–(b) No.

Department of Planning, Lands and Heritage

Former Department of Aboriginal Affairs (11 March – 30 June 2017)

- (a)–(b) No.

Department of Planning, Lands and Heritage (1 July 2017 – 14 August 2018)

- (a)–(b) Please refer to Legislative Assembly question on notice 3802.

Aboriginal Policy and Coordination Unit

- (a)–(b) Please refer to Legislative Assembly question on notice 3789.

Western Power

- (a) Yes.
  - (i) Western Power regularly runs penetration tests to confirm its security posture; the latest penetration test was conducted in June 2018 by \*Asterisk Information Security.
  - (ii) Western Power also performs phishing and social engineering tests with the latest being a USB drop user education exercise in July 2018 by \*Asterisk Information Security.
  - (iii) Not applicable.
- (b) Yes.
  - (i) The latest penetration test on a website was conducted by \*Asterisk Information Security in March 2018.
  - (ii) <https://westernpower.transactcentral.com>

Synergy

- (a) Yes.
  - (i) PwC
  - (ii) Yes.
  - (iii) Not applicable.
- (b) Yes.
  - (i) PwC between 2 – 27 July 2018
  - (ii) Synergy.net.au

Horizon Power

- (a) Yes.
  - (i) Triskele Labs on the 3/5/2017, 29/8/2017 and 25/6/2018. Telstra Security Services on the 22/11/2016
  - (ii) Yes.
  - (iii) Not Applicable.
- (b) Yes.
  - (i) Triskele Labs 29/8/2017
  - (ii) Horizonpower.com.au

Government Employees Superannuation Board

- (a)–(b) Please refer to the Department of Finance’s response to this question as GESB’s internal network systems are controlled and managed by the Department of Finance.

Fire and Emergency Services Superannuation Fund

- (a) Yes.
  - (i) Ernst and Young, engaged October 2017
  - (ii) Yes.
  - (iii) Not applicable.
- (b) Yes.
  - (i) Ernst and Young, engaged October 2017
  - (ii) www.fessuper.com.au

Insurance Commission of Western Australia

- (a) Yes.
  - (i) KPMG – July 2017 and May 2018.
  - (ii) No.
  - (iii) Social engineering and phishing tests were conducted in 2016 and will be conducted again in Q2 of 2019 financial year 2018.
- (b) Yes.
  - (i) KPMG – August 2017.
  - (ii) Domains tested included:
    - icwa.wa.gov.au
    - crashreport.com.au
    - riskcover.wa.gov.au
    - salesforce.com

Office of the Auditor General

- (a) No.
  - (i)–(ii) Not applicable.
  - (iii) In February 2017 the Office’s own Information Systems Audit staff performed cyber security tests on its external email, website and file sharing systems hosted on the ‘audit.wa.gov.au’ domain. A vulnerability scan on key internal network systems was also performed at the same time.
- (b) No.
  - (i)–(ii) Not applicable.



MINISTER FOR TOURISM — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — CONSULTANTS

**3800. Mr Z.R.F. Kirkup to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:
  - (i) If so, what consultant or company was engaged and on what date;
  - (ii) If so, did it include any social engineering or phishing tests; and
  - (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:
  - (i) If so, what consultant or company was engaged and on what date; and
  - (ii) If so, what website (domain only) was tested?

**Mr P. Papalia replied:**

Tourism Portfolio

Tourism Western Australia

Please refer to Legislative Assembly Question on Notice 3789

Rottneest Island Authority

Please refer to Legislative Assembly Question on Notice 3792

Racing and Gaming Portfolio

For the Racing, Gaming and Liquor Division of the Department of Local Government, Sport and Cultural Industries please refer to Legislative Assembly Question on Notice 3796

Racing and Wagering Western Australia (RWWA)

- (a) Yes.
  - (i) Asterisk Information Security, August 2017
  - (ii) No.
  - (iii) Phishing testing is conducted using a third party service
- (b) Yes.
  - (i) Asterisk Information Security, August 2017
  - (ii) rwwa.com.au, tabtouch.com.au, tabtouch.mobi, ozchase.com.au

Western Australian Greyhound Racing Association (WAGRA)

- (a) No.
  - (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not required
- (b) No.
  - (i) Not applicable.
  - (ii) Not applicable.

Burswood Park Board (BPB)

- (a) No.
  - (i) Not applicable.
  - (ii) Not applicable.
  - (iii) Not required
- (b) No.
  - (i) Not applicable.
  - (ii) Not applicable.

Small Business Portfolio

Small Business Development Corporation

- (a) Yes.
- (i) Asterisk Information Systems Pty Ltd; 24 May 2017.
  - (ii) No.
  - (iii) The focus of the penetration tests was the effectiveness of the firewall and system security.
- (b) Yes.
- (i) Asterisk Information Systems Pty Ltd; 24 May 2017.
  - (ii) mail.smallbusiness.wa.gov.au

Defence Issues Portfolio

11 March 2017– 30 June 2017

Please refer to Legislative Assembly Question on Notice 3801

July 2017 – Current

Please refer to Legislative Assembly Question on Notice 3789

Citizenship and Multicultural Interests Portfolio

Please refer to Legislative Assembly Question on Notice 3796

MINISTER FOR HOUSING — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — CONSULTANTS

**3803. Mr Z.R.F. Kirkup to the Minister for Housing; Veterans Issues; Youth:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:
- (i) If so, what consultant or company was engaged and on what date;
  - (ii) If so, did it include any social engineering or phishing tests; and
  - (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:
- (i) If so, what consultant or company was engaged and on what date; and
  - (ii) If so, what website (domain only) was tested?

**Mr P.C. Tinley replied:**

Please refer to Legislative Assembly Question On Notice 3804

MINISTER FOR CHILD PROTECTION — PORTFOLIOS —  
COMPUTER NETWORK SECURITY — CONSULTANTS

**3804. Mr Z.R.F. Kirkup to the Minister for Child Protection; Women's Interests; Prevention of Family and Domestic Violence; Community Services:**

For all departments, agencies, government trading enterprises or boards within the Minister's portfolio responsibilities, I ask since 11 March 2017:

- (a) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any internal or external network systems:
- (i) If so, what consultant or company was engaged and on what date;
  - (ii) If so, did it include any social engineering or phishing tests; and
  - (iii) If not, why not; and
- (b) Have any independent consultants or companies been engaged to run penetration or 'White Hat' tests on any websites:
- (i) If so, what consultant or company was engaged and on what date; and
  - (ii) If so, what website (domain only) was tested?

**Ms S.F. McGurk replied:**

This answer covers multiple Ministers' portfolios, including Disability Services, Seniors and Ageing, Volunteering, Housing, Veterans Issues, Youth, as well as my Child Protection, Women's Interests, Prevention of Family and Domestic Violence and Community Services portfolios.

- (a) Yes.
  - (i) OPTUS/Hivint Cybersecurity Consultancy in December 2017 and ES2 Security Solutions in April 2018.
  - (ii) Yes.
  - (iii) Not applicable.
- (b) Yes.
  - (i) CQR Consulting Pty Ltd in December 2017.
  - (ii) CPFS.WA.GOV.AU.

## MINISTER FOR CORRECTIVE SERVICES — LEAVE

**3877. Mr Z.R.F. Kirkup to the Premier:**

In relation to the most recent leave taken by the Minister for Corrective Services, on what time and date were the appropriate Ministerial acting arrangements rescinded to reinstate the Member for Cockburn as a Minister of the Crown?

**Mr M. McGowan replied:**

The acting ministerial arrangements were in place for the period 30 June 2018 to 29 July 2018, although the Minister returned from overseas on 26 July 2018. The ministerial acting arrangements were first published in the Government Gazette on 24 April 2018. That notice was superseded by ministerial acting arrangements published in the Government Gazette on 6 July 2018. It should be noted that the Member for Cockburn remained a Minister of the Crown during this period.

## HEALTH — PILL TESTING REVIEW

**3894. Mr Z.R.F. Kirkup to the Minister for Health:**

Is the Minister aware of any review being undertaken into the possibility of pill testing into at concerts / festival events:

- (a) If yes, will the Minister table the results of that review; and
- (b) If not, will the Government be seeking any such review:
  - (i) If not, why not?

**Mr R.H. Cook replied:**

I am advised that:

No. I am not aware of a Western Australian review being undertaken regarding the possibility of pill testing at concerts/festival events (front-of-house pill testing).

- (a) Not applicable.
- (b) No.
  - (i) The Safety Testing Advisory Service at Festivals and Events pilot pill testing program (the Pilot) was held at the Groovin' the Moo festival in the Australian Capital Territory on 29 April 2018. The Pilot report findings, recommendations and future directions have been noted.

The MHC will monitor the outcomes of further Australian Capital Territory front-of-house pill testing, and refinement of testing processes.

## MINISTER FOR EDUCATION AND TRAINING — MINISTERIAL OFFICE — STAFF

**3901. Dr M.D. Nahan to the Premier:**

- (1) How many staff have been employed, contracted or seconded to the Ministerial Office of the Hon. Sue Ellery since 17 March 2017?
- (2) How many staff employed, contracted or seconded to the Ministerial Office of the Hon. Sue Ellery have left employment in the office since 17 March 2017:
  - (a) of those staff that have left, please list those that:
    - (i) resigned;
    - (ii) took a voluntary redundancy;
    - (iii) were involuntary terminations (not redundancies);

- (iv) were reallocated within the public sector; and
- (v) were reallocated to other ministerial offices;
- (b) of those reallocated within the public sector and/or ministerial offices:
  - (i) what positions did they hold before reallocation; and
  - (ii) what positions do they currently hold; and
- (c) of the positions in which staff took a voluntary redundancy, have other people filled those positions?

**Mr M. McGowan replied:**

- (1)–(2) (a) As is practise in this place, information relating to staff in ministerial offices can be found in the “Ministerial Resourcing Report” tabled in Parliament every quarter as part of this government’s ongoing commitment to accountability and transparency.
- (2) (b) (i)–(ii) Not applicable.
- (c) Not applicable.

MINISTER FOR REGIONAL DEVELOPMENT — MINISTERIAL OFFICE — STAFF

**3902. Dr M.D. Nahan to the Premier:**

- (1) How many staff have been employed, contracted or seconded to the Ministerial Office of the Hon. Alannah MacTiernan since 17 March 2017?
- (2) How many staff employed, contracted or seconded to the Ministerial Office of the Hon. Alannah MacTiernan have left employment in the office since 17 March 2017:
  - (a) of those staff that have left, please list those that:
    - (i) resigned;
    - (ii) took a voluntary redundancy;
    - (iii) were involuntary terminations (not redundancies);
    - (iv) were reallocated within the public sector; and
    - (v) were reallocated to other ministerial offices;
  - (b) of those reallocated within the public sector and/or ministerial offices:
    - (i) what positions did they hold before reallocation; and
    - (ii) what positions do they currently hold; and
  - (c) of the positions in which staff took a voluntary redundancy, have other people filled those positions?

**Mr M. McGowan replied:**

- (1)–(2) (a) As is practise in this place, information relating to staff in ministerial offices can be found in the “Ministerial Resourcing Report” tabled in Parliament every quarter as part of this government’s ongoing commitment to accountability and transparency.
- (2) (b) (i) Acting Appointments Secretary and Executive Assistant.
- (ii) Liaison Officer and an Appointments Secretary (who has subsequently left the Department).
- (c) Not applicable.

TREASURER — MINISTERIAL OFFICE — STAFF

**3903. Dr M.D. Nahan to the Premier:**

- (1) How many staff have been employed, contracted or seconded to the Ministerial Office of the Hon Ben Wyatt since 17 March 2017?
- (2) How many staff employed, contracted or seconded to the Ministerial Office of the Hon. Ben Wyatt have left employment in the office since 17 March 2017:
  - (a) of those staff that have left, please list those that:
    - (i) resigned;
    - (ii) took a voluntary redundancy;
    - (iii) were involuntary terminations (not redundancies);
    - (iv) were reallocated within the public sector; and
    - (v) were reallocated to other ministerial offices;

- (b) of those reallocated within the public sector and/or ministerial offices:
  - (i) what positions did they hold before reallocation; and
  - (ii) what positions do they currently hold; and
- (c) of the positions in which staff took a voluntary redundancy, have other people filled those positions?

**Mr M. McGowan replied:**

- (1)–(2) (a) As is practise in this place, information relating to staff in ministerial offices can be found in the “Ministerial Resourcing Report” tabled in Parliament every quarter as part of this government’s ongoing commitment to accountability and transparency.
- (2) (b) (i) Receptionist/Administrative Assistant x 2.
- (b) (ii) Acting Appointments Secretary x 2 (one of which has subsequently left the Department).
- (c) Not applicable.

## MINISTER FOR TOURISM — MINISTERIAL OFFICE — STAFF

**3904. Dr M.D. Nahan to the Premier:**

- (1) How many staff have been employed, contracted or seconded to the Ministerial Office of the Hon. Paul Papalia since 17 March 2017?
- (2) How many staff employed, contracted or seconded to the Ministerial Office of the Hon. Paul Papalia have left employment in the office since 17 March 2017:
  - (a) of those staff that have left, please list those that:
    - (i) resigned;
    - (ii) took a voluntary redundancy;
    - (iii) were involuntary terminations (not redundancies);
    - (iv) were reallocated within the public sector; and
    - (v) were reallocated to other ministerial offices;
  - (b) of those reallocated within the public sector and/or ministerial offices:
    - (i) what positions did they hold before reallocation; and
    - (ii) what positions do they currently hold; and
  - (c) of the positions in which staff took a voluntary redundancy, have other people filled those positions?

**Mr M. McGowan replied:**

- (1)–(2) (a) As is practise in this place, information relating to staff in ministerial offices can be found in the “Ministerial Resourcing Report” tabled in Parliament every quarter as part of this government’s ongoing commitment to accountability and transparency.
- (2) (b) (i)–(ii) Not applicable.
- (c) Not applicable.

## MINISTER FOR TRANSPORT — MINISTERIAL OFFICE — STAFF

**3905. Dr M.D. Nahan to the Premier:**

- (1) How many staff have been employed, contracted or seconded to the Ministerial Office of the Hon. Rita Saffioti since 17 March 2017?
- (2) How many staff employed, contracted or seconded to the Ministerial Office of the Hon. Rita Saffioti have left employment in the office since 17 March 2017:
  - (a) of those staff that have left, please list those that:
    - (i) resigned;
    - (ii) took a voluntary redundancy;
    - (iii) were involuntary terminations (not redundancies);
    - (iv) were reallocated within the public sector; and
    - (v) were reallocated to other ministerial offices;
  - (b) of those reallocated within the public sector and/or ministerial offices:
    - (i) what positions did they hold before reallocation; and
    - (ii) what positions do they currently hold; and

- (c) of the positions in which staff took a voluntary redundancy, have other people filled those positions?

**Mr M. McGowan replied:**

- (1)–(2) (a) As is practise in this place, information relating to staff in ministerial offices can be found in the “Ministerial Resourcing Report” tabled in Parliament every quarter as part of this government’s ongoing commitment to accountability and transparency.
- (2) (b) (i) Receptionist/Administrative Assistant  
(ii) Administration Assistant and has subsequently left the Department.
- (c) Not applicable.

MINISTER FOR WATER — MINISTERIAL OFFICE — STAFF

**3906. Dr M.D. Nahan to the Premier:**

- (1) How many staff have been employed, contracted or seconded to the Ministerial Office of the Hon. Dave Kelly since 17 March 2017?
- (2) How many staff employed, contracted or seconded to the Ministerial Office of the Hon. Dave Kelly have left employment in the office since 17 March 2017:
- (a) of those staff that have left, please list those that:
- (i) resigned;
- (ii) took a voluntary redundancy;
- (iii) were involuntary terminations (not redundancies);
- (iv) were reallocated within the public sector; and
- (v) were reallocated to other ministerial offices;
- (b) of those reallocated within the public sector and/or ministerial offices:
- (i) what positions did they hold before reallocation; and
- (ii) what positions do they currently hold; and
- (c) of the positions in which staff took a voluntary redundancy, have other people filled those positions?

**Mr M. McGowan replied:**

- (1)–(2) (a) As is practise in this place, information relating to staff in ministerial offices can be found in the “Ministerial Resourcing Report” tabled in Parliament every quarter as part of this government’s ongoing commitment to accountability and transparency.
- (2) (b) (i) Acting Appointments Secretary.  
(ii) Executive Assistant.
- (c) Yes.

TOURISM — INTERNATIONAL AIRLINES — PERTH AIRPORT

**3908. Mr P.A. Katsambanis to the Minister for Tourism; Racing and Gaming; Small Business; Defence Issues; Citizenship and Multicultural Interests:**

I refer to the declining state of tourism in Western Australia, and ask:

- (a) in the 2017–18 financial year how many times did the Minister meet with representatives from Perth Airport;
- (b) in the 2017–18 financial year how many times did the Minister meet with representatives from Perth Airport to discuss new international airline opportunities coming to Perth;
- (c) in the 2017–18 financial year did the Minister meet with representatives from Air India, Japan Airlines, All Nippon Airways, EVA Air or Air Canada about the prospect of flying to Perth;
- (d) is the Minister aware that in the past 12 months both Air Canada and Japan Airlines have started a direct service to Melbourne Airport;
- (e) is the Minister aware that from 11 December 2017 Air China commenced operations to Brisbane Airport; and
- (f) does the Minister have a strategy in place to attract new international airlines to Perth or does he believe this is the responsibility of Perth Airport?

**Mr P. Papalia replied:**

- (a)–(b) The Minister, the Premier and Minister Saffioti formally met with Perth Airport on 29 May 2018. In addition to this the Minister and his staff are in regular contact with the Chief Executive Officer of Perth Airport and other representatives from Perth Airport. Furthermore Team Perth meets on a regular basis, which includes representatives of Perth Airport, Tourism Australia, Tourism Western Australia and the Ministerial Office. Numerous topics relating to Tourism and intrastate, interstate and international flights have been discussed during the aforementioned meetings.
- (c) Yes the Minister has met with representatives from Air India, Japan Airlines, All Nippon Airways and a range of other international airlines. The Minister has not met with representatives from EVA Air or Air Canada.
- (d) Yes. Japan Airlines commenced a service between Narita Tokyo and Melbourne in September 2017. Air Canada launched direct flights between Vancouver and Melbourne in June 2018. It is noted that the distance between Perth and Canada makes a direct, non-stop flight technically not feasible at this time.
- (e) Yes. Air China commenced flights between Brisbane and Beijing in December 2017. Air China has since announced that the service will be suspended from 23 August 2018 until 18 January 2019.
- (f) Securing direct flights is a key part of the State Government's *Two-Year Action Plan for Tourism Western Australia – 2018 and 2019* which is publically available.

## POLICE OFFICERS — LEAVES WITHOUT PAY

**3909. Mr P.A. Katsambanis to the Minister for Police; Road Safety:**

I refer to Police Officers leave without pay, and ask:

- (a) how many Police Officers were on leave without pay as at 1 July 2018;
- (b) how many Police Officers were on leave without pay as at 1 July 2017;
- (c) how many Police Officers were on leave without pay as at 1 July 2016;
- (d) how many Police Officers were on leave without pay and seconded to the Australian Federal Police at Perth Airport as of 1 July 2018; and
- (e) how many Police Officers were on leave without pay and seconded to the Australian Federal Police at Perth Airport as of 1 July 2017?

**Mrs M.H. Roberts replied:**

The Western Australian Police Force advised the following;

- (a) 46
- (b) 51
- (c) 46
- (d) 0
- (e) 0

## DEPARTMENT OF PRIMARY INDUSTRIES AND REGIONAL DEVELOPMENT — ADVERTISING

**3914. Mr P.J. Rundle to the minister representing the Minister for Regional Development:**

I refer page 9 of the Retirement 2018 advertising feature in The West Australian on Friday 27 July 2018 headlined 'Funding to boost regional accommodation options', and I ask:

- (a) what was the cost of the advertisement;
- (b) was the advertisement paid for by the State Government or the Department of Primary Industries and Regional Development (DPRID);
- (c) does the State Government or DPRID have a specific budget for advertising aged care and accommodation;
- (d) if yes to (c), what is that amount;
- (e) what is the total advertising budget for the Department of Primary Industries and Regional Development;
- (f) who, or which organisation, was responsible for writing the copy associated with this feature; and
- (g) who authorised the purchase of advertising space for this particular feature?

**Mr M. McGowan replied:**

- (a) Unknown.
- (b) No.
- (c) No.
- (d) Not applicable.
- (e) The advertising/promotional budget for 2018–19 is \$989,000.
- (f) *The West Australian*.
- (g) Not applicable.

## MINISTER FOR HEALTH — MINISTERIAL OFFICE — STAFF

**3915. Dr M.D. Nahan to the Premier:**

- (1) How many staff have been employed, contracted or seconded to the Ministerial Office of the Hon. Roger Cook since 17 March 2017?
- (2) How many staff employed, contracted or seconded to the Ministerial Office of the Hon. Roger Cook have left employment in the office since 17 March 2017:
  - (a) of those staff that have left, please list those that:
    - (i) resigned;
    - (ii) took a voluntary redundancy;
    - (iii) were involuntary terminations (not redundancies);
    - (iv) were reallocated within the public sector; and
    - (v) were reallocated to other ministerial offices;
  - (b) of those reallocated within the public sector and/or ministerial offices:
    - (i) what positions did they hold before reallocation; and
    - (ii) what positions do they currently hold; and
  - (c) of the positions in which staff took a voluntary redundancy, have other people filled those positions?

**Mr M. McGowan replied:**

- (1)–(2) (a) As is practise in this place, information relating to staff in ministerial offices can be found in the “Ministerial Resourcing Report” tabled in Parliament every quarter as part of this government’s ongoing commitment to accountability and transparency.
- (2) (b) (i)–(ii) Not applicable.
- (c) Not applicable.

## LOCAL GOVERNMENT — ILLEGAL PARKING — DISABLED BAYS

**3937. Mr A. Krsticevic to the parliamentary secretary representing the Minister for Disability Services:**

I refer to the recent spike in illegal parking in ACROD bays, and ask, if the Minister has written to local governments over stronger enforcement of penalties for the unauthorised use of disabled parking bays:

- (a) If not, why not;
- (b) If yes, on what date did the Minister send the correspondence;
- (c) Did the Minister raise concerns with local governments about the number of warnings rather than fines being handed to illegal parkers in disabled bays:
  - (i) If not, why not; and
- (d) Did the Minister get any return correspondence from local governments over the matter:
  - (i) From which local governments; and
  - (ii) On what dates did the Minister receive the correspondence from local governments?



**Mr R.R. Whitby replied:**

Yes.

- (a) Not applicable.
- (b) 12 July 2018.
- (c) Not specifically.
  - (i) The Minister undertook a more holistic approach with regard to encouraging local governments to address the issue of illegal parking in ACROD bays, including:
    - Encouraging each Local Government to review its current policies and mechanisms currently in place in relation to the issuing of infringement notices under the Local Government (Parking for People with Disabilities) Regulations 2014 (the Regulations).
    - Encouraging each Local Government to consider new strategies, such as a redirection of human resourcing, that would allow Councils to enforce the Regulations more actively.
    - Encouraging each Local Government to consider the potential for Councils to approach this issue from an educational perspective, such as educating and informing community members on the infringements they may be liable for if they inappropriately park in a designated ACROD bay.
- (d) Yes.
  - (i)–(ii) The Shire of Esperance, received on 31 July 2018;  
The City of Stirling, received on 1 August 2018;  
The Shire of Murray, received on 1 August 2018;  
The City of Canning, received on 1 August 2018;  
The Shire of Serpentine–Jarrahdale, received on 1 August 2018;  
The City of Belmont, received on 1 August 2018; and  
The City of Joondalup, received on 1 August 2018.

MINISTER FOR POLICE — STAFF — ELECTORATE OFFICES

**4008. Mr P.A. Katsambanis to the Minister for Police; Road Safety:**

I refer the Minister to Ministerial staff working from electorate offices, and ask:

- (a) from 29 July 2018 to 10 August 2018 did any of the Minister's Ministerial staff spend any time working from her Electorate Office;
- (b) if yes, what are the levels and the position titles of the staff within the Ministerial Office;
- (c) if yes, how much time in days and/or hours did they spend working from the Electorate Office; and
- (d) if yes, why were they working in the Minister's Electorate Office on each occasion?

**Mrs M.H. Roberts replied:**

- (a) No.
- (b)–(d) Not applicable.

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