

Ms Katie Hodson-Thomas; Mrs Michelle Roberts; Mr Matt Birney; Mr John D'Orazio; Mr Shane Hill; Mr Ross Ainsworth; Mr Mick Murray; Chairman

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**Division 52: Transport, \$18 509 000 -**

Ms Guise, Chairman:

Mrs Roberts, Minister Assisting the Minister for Planning and Infrastructure.

Ms R. Barrow, Director General, Support Transport.

Mr W.T. Halliday, Executive Director, Licensing.

Mr I. Cameron, Executive Director, Office of Road Safety.

Mr W. Ielati, Acting Director, Financial Planning.

Ms HODSON-THOMAS: I refer to page 870. Capital contribution item 162 estimated actual is \$6.361 million. That probably includes borrowings. The budget estimate for this year is \$105 000. Why has that amount been changed?

Mrs ROBERTS: The \$6.361 million represents the capital contribution for the completion of the transport electronic licensing information system. The \$105 000 allocation for 2002-03 will pay for the replacement of 12 motorcycles in Western Australian licensing centres.

Mr BIRNEY: Minister, do you intend having the police commissioner present during the hearing?

Mrs ROBERTS: He will be present for the police division hearing. This is transport.

Mr BIRNEY: My apologies. I will take a drink and relax.

Mr D'ORAZIO: I refer to page 873 and the doubling of demerit points on long weekends. What effect has that had on driving habits? Has it improved road safety, even though it has cost me some extra points?

Mrs ROBERTS: I hope the member for Ballajura did not lose any points over Easter because the double demerit system commenced at Easter this year. It was a successful scheme, which was adopted in New South Wales a couple of years ago. New South Wales decided to continue the scheme because it produced some very positive results in reducing fatalities during long weekends. Driving on long weekends is hazardous in all States. Unfortunately, a disproportionate number of people are killed at that time. The Government considered that the strategy adopted in New South Wales was a successful way of reducing the number of fatalities and serious crashes and injuries on long weekends. I therefore commenced a trial in Western Australia during Easter this year. That trial will continue for 13 months including next Easter. A proper analysis will then be undertaken of its success.

Last Easter, awareness of the scheme was high, which was indicated by the considerable amount of talk about it. In addition, the number of fatalities reduced by two-thirds. The previous Easter six people were killed and last Easter two people were killed. Any fatalities are too many and we will continue to examine the newest and best strategies we can use to achieve results.

We chose not to double fines but only to double demerit points because we want people to see the initiative as a road safety rather than a fund-raising initiative. Nor did we double demerit points for all offences, which I do not think all drivers are clear on at this time. We specifically targeted areas we thought were responsible for fatalities. The double demerit penalty applies only to offences that involve speeding, alcohol and non-wearing of seat belts.

Ms HODSON-THOMAS: I refer to major policy decisions on page 870. I would like further explanation on the funding for the provision of services from 2002 to 2005-06 as per the estimates.

Ms BARROW: Licensing services has run at a deficit for some period. It has been agreed with Treasury that licensing services should retain a certain proportion of revenue from recording fees. At the moment recording fees that are collected on motor vehicle registrations are appropriated to Treasury. Licensing services has demonstrated the excess in the forward estimates and that revenue can be retained by licensing services to offset the deficit.

Mr HILL: When will the EFTPOS facility be available at licensing centres?

Mrs ROBERTS: We are waiting on the update through the transport executive and licensing information system. We were expecting that to come on stream as of 1 July this year. However, I have been advised that the likely date is 16 September. I understand that licensing services wants to resolve a few issues. Rather than implement a system that has a couple of bugs in it or cannot be implemented smoothly on 1 July, given the number of transactions that occur at licensing centres, it is important that on its implementation date the new system operates without a hitch. The best advice I have now is that transport is confident that it can implement those facilities on 16 September this year. When I took on this portfolio I was surprised to learn that EFTPOS

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facilities were not available, although they have been available for many other transactions for many years. I am pleased that the Government has been able to progress this reasonably quickly since the start of its term and to bring licensing into the current era by providing EFTPOS facilities that most people expect.

Mr AINSWORTH: The third dot point on page 873 under major achievements refers to the introduction of the hazard perception test as part of the training system. Does that additional test include situations on country roads such as gravel and wet roads? As the minister will be well aware, despite the population difference between urban and rural areas, a disproportionate number of road deaths and crashes occurs on country roads. That is due, particularly among young drivers, to a combination of many factors particularly lack of skill when driving on wet roads and in gravel. Teenagers who are still at school can pass their licence test. In summer, in the city, they might take the test on dry bitumen roads under ideal conditions.

Mrs ROBERTS: The member has made an excellent point. A disproportionate number of people are killed on country roads. It is something of an urban myth that city people are killed on country roads because they do not know how to drive on country roads. One piece of research I have seen indicates that most people involved in a fatality are either killed in the postcode district of their residential address or the neighbouring postcode district. It is not just a matter of city folk not knowing how to cope on country roads. A range of factors contribute to a greater proportion of deaths. It is important that we equip our young drivers with the skills to drive in all weather conditions, on all types of roads and in metropolitan and country areas. Part of the graduated driver training scheme is aimed at giving young drivers more experience on the road before they get their licences. Hopefully, they will get experience in a range of conditions. I understand the test covers a range of driving conditions.

Mr CAMERON: The graduated training scheme was developed with licensing arrangements from VicRoads. Before we decided to use it in Western Australia, a panel of road safety experts studied it. The scenarios for use in Western Australia were selected on the basis of relevance to this State. We carefully examined the most common crash situations that involved young people. In addition, we will analyse the full two years of the test to determine the responses and feedback from people who undertake it. In the initial check we examined the situations that are most relevant to young drivers.

[4.20 pm]

Mr D'ORAZIO: The first dot point on page 873 concerns the 50 kilometre speed limit on local streets in Western Australia. That has been taken one step further, with a 40 kilometre an hour restriction around schools. Is any statistical data available to show whether those initiatives have been effective? Is it envisaged that the 40 kilometre an hour limit could be extended to roads around retirement villages and aged accommodation? There have been a couple of incidents around retirement villages in which speeding traffic has endangered elderly people.

Mrs ROBERTS: I thank the member for Ballajura for the question. The 50 kilometre speed limit on local roads was introduced because we thought it would save lives and reduce serious injury to people. The experience in New South Wales and overseas was that where 50 kilometre speed limits were introduced on local roads, there was a reduction in fatalities and serious injuries in the order of between 20 and 30 per cent, which is fairly significant. Interestingly, when the initiative was introduced here, Victoria was having some teething problems with the implementation of that speed limit. In retrospect, we made the right decision by implementing the initiative statewide. There was some suggestion that perhaps some country authorities could be left out or it could be implemented on a piecemeal basis. Although it is clear that not everybody travels at that speed on those roads at this time, there is some evidence to indicate that motorists have reduced their speed on local roads. Despite concerns about how it was being implemented in Victoria, some positive reports about the success of the 50 kilometre speed limit in that State have come out in the past week or so. In terms of the 40 kilometre limit around schools, one thing I have initiated as a trial is the painting of 40 kilometre signage on roads. There were concerns about the slip factor of this signage, especially for bikes and so forth, so some tiny glass granules were mixed in with the paint to reduce that slip factor. That has been quite successful, because one of the complaints that we had received was that people were not aware of the speed limit. If it is clearly painted on the road, that is an improvement. I will ask Mr Cameron to comment on any further research.

Mr CAMERON: Main Roads is monitoring the implementation of those initiatives to determine their net effect. It is probably a bit early yet to determine any results.

Mr D'ORAZIO: Is any data available yet?

Mr CAMERON: That trial has not yet been completed. We have not seen any data.

Mr D'ORAZIO: Is there any intention to extend that speed limit to roads around aged persons' accommodation?

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Mrs ROBERTS: That is a good suggestion. I suppose we have to consider the value of that idea alongside the potential to complicate things for people. One of the benefits of the 50 kilometre speed limit on local roads is that it is pretty simple for people to know what speed they should be travelling. People are generally aware of the location of local schools and perhaps are also aware of the location of retirement villages and the like. One thing I did as member for Glendalough was to put extra signage around retirement villages in my electorate. Those signs are similar to the "go slow" signs around schools, and have a depiction of aged people on them. "Aged" is written on the sign. Application can be made for those signs to be put around those areas to alert motorists that aged people cross the road in that vicinity. People need to be aware that those people take longer to cross the road.

Mr MURRAY: I refer to the final dot point under major initiatives on page 874 of the *Budget Statements*. Can the minister explain which licensing centres or services are to be relocated?

Mrs ROBERTS: I refer that question to Mr Halliday, who is the Executive Director of Licensing.

Mr HALLIDAY: A new licensing centre will open in Joondalup at the end of June. We will continue to hold open the Warwick licensing centre. We are currently evaluating where a licensing centre should be located between Joondalup and the Perth central business district - we are looking at a location anywhere between Morley and Innaloo.

Mr D'ORAZIO: Morley is a great suggestion.

Mrs ROBERTS: The member for Ballajura is not biased, of course!

Mr HALLIDAY: We need to move the East Perth licensing centre in Wickham Street, which is on a monthly tenancy and in the middle of the East Perth redevelopment zone. We are currently looking at a property to the west of the city, which is within the same proximity of the CBD. Arrangements have not yet been finalised but that is very close. That is likely to be confirmed in the next week. We will relocate the licensing centre in Geraldton. It is currently located in an old police station, which the Western Australian Police Service intends to sell. We plan to move the licensing centre in Bunbury for the same reason. They are the main moves in our current plan.

Ms HODSON-THOMAS: I refer to the final dot point on page 874 of the *Budget Statements*. Can the minister expand on how customer service in licensing centres is being handled at this time?

Mrs ROBERTS: I recently visited Warwick licensing centre and yesterday visited Welshpool licensing centre. A person has been appointed to a role similar to a concierge in a hotel and will meet and greet people as they come through the door of these licensing centres. People come to licensing centres for various reasons. Some come for a simple renewal of a licence, such as a drivers or vehicle licence, while others come for more complicated matters, such as the registration of trucks or articulated vehicles and so forth. Some young people are there for driving tests, and other people are there to transfer drivers licences from Europe, England or the United States. This concierge-type person will ask people the purpose of their visit and allocate them an appropriate window, desk or whatever. We have found it valuable to have a person speak directly to people about their requirements and direct them to the right queue, rather than for people to perhaps get in the wrong queue, which frustrates people immensely. By dedicating a person either full time or at key busy times to that position, it has enabled us to get much better productivity from licensing centres.

Ms HODSON-THOMAS: What is the turnaround time for somebody who is seeking to renew his licence at one of these centres? I have done that, and waited 50 minutes.

Mrs ROBERTS: Was that at Warwick?

Ms HODSON-THOMAS: No, it was at East Perth. That is a long time for people to wait in a queue.

Mrs ROBERTS: Some times are much busier than others. There are some quiet times at all the licensing centres, and there are also some very busy times. Mr Halliday can give the member some indication of average times.

Mr HALLIDAY: It is very difficult to strike an average time. We measure every centre every day. Average times for service vary between around five minutes up to anything above 12 to 13 minutes. We aim to get everybody through in five minutes, but of course if a person attends at the appropriate time of the day and there are not many people there, that person can get through in a couple of minutes. However, at other times, when it is busy, it is a lot slower. We are trying to manage this situation by using concierges and through education. There are a lot of things that people do not need to come to a licensing centre to do. We have now reduced the number of people coming to licensing centres because there are other ways to deal with their matters, such as via the Internet, the telephone or through our agent network. Licensing centres now do only 10 per cent of simple

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transactions, which are by far the largest number of transactions. The other 90 per cent is done by agents or by other forms. When the new transport executive licensing information system comes on board, it will be another productivity tool for moving people through more quickly. More licensing centres will also be another method of dealing with customer services.

[4.30 pm]

Ms HODSON-THOMAS: The first dot point of major initiatives on page 874 refers to the state black spot program. How many applications were received for state black spot program funding and how many were successful? Will the minister give some detail of the criteria for assessing those applications?

Mrs ROBERTS: By way of supplementary information I am happy to provide the member with details of the number of applications for black spot funding, which were successful and the criteria on which they are assessed.

*[Supplementary Information No A20]*

Mr HILL: I refer to the tenth dot point on page 874. Will the minister give further information on the strategy for road safety directions for Aboriginal road users in Western Australia?

Mrs ROBERTS: A number of initiatives are being taken.

Mr CAMERON: As with all other members of the population, we continue to look at the key factors in road crashes involving Aboriginal road users. The factors include alcohol, not wearing seatbelts, speeding, fatigue etc. We cover all those factors. In particular, we target young Aboriginal males, as we target young males in the rest of the population. As Aboriginal people are over-represented in road crashes, the Road Safety Council initiated a specific task force called the Aboriginal Road Users Task Force to look at the issues in more detail, and to provide some advice to the council and, ultimately, to the Government on the additional strategies that should be undertaken. That entered into a first phase in which there was community consultation. A discussion document was prepared. Our approach has been to recognise the need to engage the community, and to work from the ground up as well as blend road safety expertise with that consultation. That period has now ended. The road safety task force considered that it would like further involvement in that. The responses were not complete and did not represent strong community input.

The task force recommended - this has commenced - the development of a draft strategy and outline, including some of the elements that should be considered for discussion. They are currently considering that outline and that structure, and will be taking it to communities over the next six months to get community reactions to specifically identified strategies and suggestions. In addition to the general programs and community based programs that are running at the moment in regional areas, we are looking to address that further with a specific strategy. The period will be six months. We have also made some changes to the membership of the task force. The Aboriginal and Torres Strait Islander Commission, for example, is now involved and its representative is chairing the task force. The Department of Indigenous Affairs is also involved. One of the key issues for us has been identifying the appropriate networks to get the information out and to get the information back in. We have now had another go at that and we are more confident this time around.

Mr AINSWORTH: The second dot point of the major initiatives on page 874 refers to education programs focusing on drink driving, among other things. I notice that it does not refer to drugs other than alcohol. Why is that program not included in the community educational programs? Has there been any movement at all towards further consideration of and acting upon the recommendations of the Select Committee on Road Safety, one of which was that an expert from the United States be brought to the State to brief people on the drug recognition expert program in America and hopefully to initiate something similar in WA?

Mrs ROBERTS: The member raises a good point. Drugs other than alcohol are becoming of greater concern to us. Also of particular concern is a cocktail or combination of drugs. I note that the member did not refer to illicit drugs used in combination with alcohol, which can have a deadly effect. Work is continuing on this.

Mr CAMERON: The short answer is that drugs other than alcohol are an emerging problem in the community. That harm translates into road situations, but nowhere near the extent to which alcohol does. Between 28 and 30 per cent of fatal crashes in this State involve alcohol. A similar figure for other drugs in the bloodstream is around five to six per cent. We need to address that issue, but also keep it in perspective with the drink-driving problem. As the minister mentioned, it is often a polydrug-use problem involving drugs in addition to alcohol.

About two years ago the first phase of a youth drug-driving project was introduced. The State adopted an educational and awareness response. It was the first response in Australia. Earlier this year the second phase of that program was launched by the Minister for Indigenous Affairs and the Minister for Health. It involves the

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distribution of educational materials about the dangers of alcohol, drugs and driving to young people, and includes information on party-type drugs, medication and illicit drugs. It involves warning people of the dangers of mixing drugs and the different effects that they can have in combination with each other. Other jurisdictions and States are adopting that approach.

We are also in consultation with other jurisdictions about enforcement. A number of issues are unresolved, not the least of which is a simple and efficient testing process. It involves not only a testing process that police can access but also consideration of levels of impairment. Something like 20 to 30 years of research has determined that at a certain percentage of alcohol in the bloodstream, there is a measured impairment effect. That has been proven in research and in court. It is much more of a challenge to prove a level of impairment associated with any given percentage of a drug in the bloodstream. The challenge is ongoing. We are working with other States to progress that issue. There is no apparent answer at this point.

Mr AINSWORTH: I referred earlier to the drug recognition expert program, which is used by the Californian Highway Patrol. Officers are trained to recognise levels of impairment. They can even recognise the cocktails of drugs by the level of impairment. Their evidence is accepted in the American legal system even though they are not physicians, chemists or anything of that nature. They are ordinary police officers who have committed themselves to a training program. They are so good that they are accepted by the court system as competent to measure impairment. I take on board what has been said about the lower percentage of fatal crashes that involve drugs other than alcohol. However, impairment, including the cocktail mentioned, can also cause road crashes that do not result in death, which is also a great concern. Has there been any contact recently with people in California who are apparently leading the way in America with that problem?

[4.40 pm]

Mr CAMERON: I am unaware of any direct contact; we would need to talk with police about that. A member of the WA Police Service and I are involved in national deliberations and I would be surprised if that information has not been fed into those national deliberations. A one-day forum on that matter was held recently in Melbourne where we heard about the approach being used by the Victorian police which included a roadside field test that allows the police to measure a level of impairment. Victoria has additional legislation in that regard, but considerable issues must still be worked through. I am unaware whether the legislation has been tested through an appeals process in the legal system or whether it is effective in police resourcing. We are therefore watching the matter closely. In answer to the specific question, I am unaware whether that information is fed directly into the Police Service. I would be surprised if it has not been fed into the national deliberations.

Mr BIRNEY: I am not sure of the dot point, but the minister might answer my question anyway. Has the minister any evidence to suggest that the introduction of the new 50 kilometres an hour speed limit has been successful in lowering the level of road fatalities and accidents?

Mrs ROBERTS: The member for Ballajura asked a similar question while the member for Kalgoorlie was out of the Chamber. Mr Cameron might want to add something further.

Mr CAMERON: Only, in addition to the comments made by the minister, that we are gathering further information through Main Roads monitoring. The first stage of that monitoring is currently being completed. We will have information additional to that provided by the minister, but we do not have it yet.

Mr BIRNEY: Can that be provided by way of supplementary information?

Mrs ROBERTS: No, I will be unable to provide it by way of supplementary information in the time frame. The 50 kilometres an hour limit began on 1 November last year and must be in place for a reasonable time so that we can make a proper assessment. While the member was out of the Chamber, I said that, despite concerns raised in the WA media towards the end of last year about the implementation of the 50 kilometres an hour limit in Victoria, recent research from Victoria has indicated very positive and pleasing results. I believe there has been a 20 per cent reduction in major crashes and fatalities on local roads there. Given that the results in Victoria and New South Wales, and overseas in Canada and Sweden, indicate reductions of between 20 to 30 per cent, I do not see why Western Australia would be any different. As Mr Cameron said, we have established monitoring mechanisms through Main Roads and I should be able to report on that matter further down the track.

Mr BIRNEY: Will the minister agree to table those figures in Parliament when the information is available?

Mrs ROBERTS: Yes, I will make it public when an analysis has been made.

Ms HODSON-THOMAS: My question relates to salaries and allowances under cost of services on page 876. The actual figure in 2000-01 was 455 full-time employees at a cost of \$18 362 000. The budget in the following column for 2001-02 was \$17 165 000. I understand that there were 460 full-time employees but the estimated actual was \$19 862 000. Will the minister explain the significant increase in those figures?

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Mrs ROBERTS: I believe it relates to funding for licensing from extra recording fees and revenue collections. I will ask Mr Ielati to comment on that.

Ms HODSON-THOMAS: I will clarify the question. In the first line, under salaries and allowances, the actual figure is \$18 362 000 for 2000-01 and \$19 862 000 for 2001-02. That is a significant increase of \$1.5 million. Can the minister explain that to me?

Mr IELATI: I am sure there will be reasons for that but I would need to look at our records. Can I take that question on notice?

Mrs ROBERTS: The advice provided to me is that the increase of \$1.856 million mainly consists of additional funding for licensing from extra recording fees and revenue collections.

Ms HODSON-THOMAS: For salaries and allowances? I am not quite clear on that.

Mrs ROBERTS: The actual figure is above the estimate by \$1.856 million. The advice that I have been provided with by the department is that the increase consists of additional funding for licensing from extra recording fees and revenue collections.

Mr HALLIDAY: The increase between \$18 362 000 and \$19 862 000 relates to the actual figure for 2000-01 and the estimated actual figure for 2001-02. As Mr Ielati said, we would need to go back and look at the figures. My guess would be that, because of the major ongoing projects in licensing due to the amendment to the Road Traffic Act and the transport electronic licensing information system - TRELIS - the temporary staffing levels in the past 12 months have been significantly higher.

Ms HODSON-THOMAS: Is the minister able to provide that breakdown by way of supplementary information?

Mrs ROBERTS: Yes, I have said that the additional money will be funded from those additional revenue collections.

The CHAIRMAN: From the point of view of *Hansard*, I ask the minister to reiterate the supplementary information she will provide.

Mrs ROBERTS: We will provide to the member an explanation of the increase between the estimated actual figure of \$19 862 000 and the budget figure of \$17 165 000.

*[Supplementary Information No A21]*

Mr D'ORAZIO: I refer to driver licences and licence renewals in the output performance measures on page 872. In 2000-01 the actual number of renewals was 626 928, yet that figure drops to 580 000 in 2001-02 and continues on that low trend in 2002-03. That will obviously have an effect on revenue. How many drivers licences are there in WA in total and why has there been a significant reduction in renewals, notwithstanding the fact that some are five-year licences and some are three-year licences? I would have thought that figure would not fluctuate to that degree and that there would be an increase in the number of drivers licences because of new drivers getting licences. Why has the number decreased?

Mrs ROBERTS: The member is partly on the money when he referred to the difference in the dates since last renewal and the time frames in which people can choose either a five-year licence or one-year licence. Five-year licences do not feature in the system for some time. I will ask Mr Halliday to clarify that further.

[4.50 pm]

Mr HALLIDAY: There is a definite cycle from when five-year licences were first introduced; so every four and five years, we come into a downward cycle, which is when most people took up the five-year licence option. We then go to a situation in which the one-year licence figures are in a higher percentage for a number of years. The cycle then swings back to the five-year licence situation.

Mr D'ORAZIO: Do you have at your fingertips the number of licences?

Mr HALLIDAY: In excess of 1.3 million drivers licences are issued in Western Australia.

Mr D'ORAZIO: Therefore the turnaround is one in three?

Mr HALLIDAY: Yes.

Mr HILL: I refer to dot point eight at page 874, introduce new initiatives and funding to support local groups. Has RoadWise received any additional funding this year?

Mrs ROBERTS: RoadWise has received additional funds for 2002-03 through the road trauma trust fund. An initial amount of \$500 000 has been allocated to RoadWise. Part of that funding - I think in the order of \$25 000

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- will also be directed to the A.R.K. Road Safety Centre in Armadale as part of our election commitment. In addition to that \$500 000, safe routes to school money of \$120 000 is allocated to RoadWise as a separate allocation. One of our election commitments was to increase the funding from \$30 000 to \$120 000 a year; so that is an additional \$90 000 a year, for four years. There was a shortfall in 2001-02, and that is covered by an extra \$30 000 that has been allocated in 2002-03 for each of 2004 and 2005. RoadWise is an excellent program. A significant part of the reason that RoadWise works so well is that it is very effective in increasing local awareness and involving local communities, such as Geraldton, as the member would be aware, and many other country communities, in RoadWise projects.

Mr HILL: It is very important to regional communities.

Ms HODSON-THOMAS: I refer to final demand fees at page 882. The actual in 2000-01 was \$883 000. However, in 2001-02 the figure was \$2.496 million. The estimated actual was \$1.1 million, which I suspect is a good outcome. Can the minister expand on that?

Mrs ROBERTS: We will provide as supplementary information an explanation of the various figures in the various columns at page 882 for final demand fees, including why in 2000-01 the figure was \$883 000, in 2001-02 was \$2.496 million and in 2001-02 the estimated actual was \$1.1 million.

*[Supplementary Information No A22]*

Mr MURRAY: The third dot point at page 874 under major initiatives for 2002-03 is introduce a statewide program of accredited fitters of child car restraints. Can the minister expand on that?

Mrs ROBERTS: This is obviously an important initiative. It is all very well to have a child restraint in a car but unless it is an accredited child restraint and is properly fitted it can cause the same kind of trauma as if there were no appropriate restraint.

Mr CAMERON: Western Australia had a number of people involved in providing advice on the correct fitting of child car restraints, and they were certainly doing a very good job. However, when we looked at other initiatives nationally, we identified that there was an accreditation process for providing the training and the confirmation that the people providing that advice had the best advice to offer and were aware of the latest developments. We have entered into a two-phase project. We are currently in the first phase, in which the successful tenderer is developing an accredited training program to provide the necessary support and expertise based on nationally recognised standards for this type of training. The second phase is to work collaboratively with the key players - the various agencies such as KidSafe and RoadWise, and community groups that have people who are interested in providing that advice in their local community - and to develop a network of trainers, support them through training, and maintain a high standard of accreditation.

Mr D'ORAZIO: The number of full time equivalents at page 873, under output performance measures, will increase from 460 in 2001-02 to an estimated 484 in 2002-03. Does that increase suggest that there will be a better level of licensing services, or better road safety? Where will those extra FTEs be placed, and will that result in better service delivery?

Mrs ROBERTS: I can confirm that the extra FTEs are not going into the road safety area. The member may be right; they may be going into the licensing area. I will need to take that on notice.

Mr D'ORAZIO: So long as it is in licensing, I am happy.

Mrs ROBERTS: There will be no supplementary information on that matter. I may have an informal chat with the member for Ballajura at a later stage.

Mr AINSWORTH: I refer to page 878 under receipts, grants and subsidies. The actual in 2000-01 was \$2.5 million. The following year's budget put in \$3.6 million. The estimated actual for that year was \$6.3 million. It then drops off to \$3.5 million for the current budget and all the out years. What is the reason for the virtual doubling of grants and subsidies in the current financial year, which we are almost through?

Mrs ROBERTS: I will provide as supplementary information why there is that differential in the amount provided for grants and subsidies.

*[Supplementary information No A 23]*

**The appropriation was recommended.**

[5.00 pm]