PARLIAMENT OF NEW SOUTH WALES

No. 49

LEGISLATIVE COUNCIL

QUESTIONS

AND

ANSWERS

SECOND SESSION OF THE FIFTY-SECOND PARLIAMENT

TUESDAY 6 JUNE 2000

(The Questions and Answers Paper published for the first sitting day in each week will contain, by number and title, all unanswered questions, together with questions to which answers have been received on the previous sitting and any new questions. On subsequent days, new questions are printed, as are questions to which answers were received the previous day. Consequently the full text of any question will be printed only twice: when notice is given; and, when answered.)

Notice given on date shown
<table>
<thead>
<tr>
<th>Publication of Questions</th>
<th>Answer to be lodged by</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q&amp;A No. 38 (Including Question Nos 377 to 390)</td>
<td>7 June 2000</td>
</tr>
<tr>
<td>Q&amp;A No. 39 (Including Question Nos 391 to 395)</td>
<td>8 June 2000</td>
</tr>
<tr>
<td>Q&amp;A No. 40 (Including Question Nos 396 to 410)</td>
<td>9 June 2000</td>
</tr>
<tr>
<td>Q&amp;A No. 41 (Including Question Nos 411 to 415)</td>
<td>27 June 2000</td>
</tr>
<tr>
<td>Q&amp;A No. 42 (Including Question Nos 416 to 423)</td>
<td>28 June 2000</td>
</tr>
<tr>
<td>Q&amp;A No. 43 (Including Question Nos 424 to 427)</td>
<td>29 June 2000</td>
</tr>
<tr>
<td>Q&amp;A No. 44 (Including Question Nos 428 to 432)</td>
<td>30 June 2000</td>
</tr>
<tr>
<td>Q&amp;A No. 45 (Including Question No. 433)</td>
<td>4 July 2000</td>
</tr>
<tr>
<td>Q&amp;A No. 46 (Nil Questions)</td>
<td>—</td>
</tr>
<tr>
<td>Q&amp;A No. 47 (Nil Questions)</td>
<td>—</td>
</tr>
<tr>
<td>Q&amp;A No. 48 (Nil Questions)</td>
<td>—</td>
</tr>
<tr>
<td>Q&amp;A No. 49 (Including Question Nos 434 to 436)</td>
<td>11 July 2000</td>
</tr>
</tbody>
</table>
2 MAY 2000

(Paper No. 37)

ROADS—MOTORWAY STACKS—Mr Richard Jones asked the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) (a) From 1 May 2000, is the Roads and Traffic Authority proceeding with 24-hour work on the M5 East stack site, against the wishes of the local community, without the required advertising of such a move in local newspapers and on the eve of a workshop that may well indicate the current works are obsolete?

(b) If so, why?

(2) (a) Why do a number of documents released by the Roads and Traffic Authority, Department of Health and Department of Urban Affairs and Planning, through parliamentary resolution, have no notation of authors or dates?

(b) Why have attachments been excluded?

(3) (a) Is the Roads and Traffic Authority arguing that if filtration is used for the M5 East, the community will have to be consulted because it is changing the plan and the road project will subsequently be delayed by 6 months and incur significant monetary penalties?

(b) Did the Roads and Traffic Authority deny the very same community the right of consultation when it radically changed the three stacks into one in 1997?

(c) Has the Roads and Traffic Authority also quoted the 1999 court case which validated the technical legality of this lack of consultation with the community?

(4) (a) Has the Roads and Traffic Authority complied with Department of Urban Affairs and Planning condition 79 which requires a cost-benefit analysis of tunnel emission treatment systems every year for 5 years?

(b) If not, why not?

(c) Is it because the Roads and Traffic Authority is denying that tunnel emission treatment technology exists and therefore it cannot cost such systems or because if costed correctly, it would be cheaper than building the stack?

(5) (a) Are compensation payments due to the owners of the M5 West and the Eastern Distributor in the event of the M5 East completion date going beyond 2002?

(b) If so:

(i) What is the quantum of the compensation payouts?

(ii) From what date?

(iii) Who signed the documents?

Answer—

Work at Turrella is proceeding on the vertical access shaft to the ventilation tunnel leading to the M5 East Freeway tunnels. As part of this work, installation of utilities in the vertical access shaft has commenced at night. Local residents were informed by letter of the proposed night work prior to commencement of the work. Steps have been taken to ensure that local residents are not inconvenienced. As previously announced, final approval of the ventilation system will be delayed until after the international workshop and when the outcomes of the workshop are available.
The RTA has complied fully with the terms of all relevant Parliamentary resolutions, to the best of their knowledge. The RTA will also continue to comply with relevant conditions of approval for the M5 East project.

Compensation provisions apply to the M5 East project. In the case of the Eastern Distributor, compensation is payable only if the M5 East is not opened to the public for the continuous passage of vehicles by 31 December 2004.

For the M5 West, compensation is payable at the rate of 1/1095th of the actual cost of design and construction of the M5 Motorway Duplication (Fairford Road to King Georges Road), per day from 1 July 2001; and in respect of the Eastern Distributor, $1.5 million from 31 December 2004.

The documents were signed by the Roads and Traffic Authority and the Minister for Roads on behalf of the NSW Government.

**CORRECTIVE SERVICES—TRADITIONAL ABORIGINAL FOODS**—Ms Rhiannon asked the Minister for Juvenile Justice, Minister Assisting the Premier on Youth, and Minister Assisting the Minister for the Environment representing the Minister for the Environment, Minister for Emergency Services, Minister for Corrective Services, and Minister Assisting the Premier on the Arts—

(1) For which Aboriginal cultural celebrations are Aboriginal prisoners given access to traditional Aboriginal foods?

(2) (a) What proportion of Aboriginal male and female inmates in New South Wales prisons have been provided with traditional Aboriginal foods?

(b) If the percentage of the population provided with such food varies considerably between gaols, what is the break-up for gaols rather than across the whole prison system?

Answer—

(1) Each correctional centre has an Aboriginal Inmate Committee. This committee recommends to the governor the events for which traditional Aboriginal foods should be made available at that correctional centre. Despite recent criticism from the Coalition members, traditional Aboriginal food is made available for events conducted throughout National Aboriginal and Islander Day of Celebration (NAIDOC) week. Traditional Aboriginal foods may also be made available during Survival Day and the Journey of Healing Day (previously known as Sorry Day).

(2) (a) All inmates identifying as Aboriginal have access to any traditional Aboriginal food made available during cultural celebrations.

(b) As previously stated, local arrangements are made between correctional centre management and Aboriginal Inmate Committees.

**MINERAL RESOURCES—MINING TECHNOLOGY**—Ms Rhiannon asked the Minister for Mineral Resources, and Minister for Fisheries—

(1) What is the location in New South Wales of mines recovering silver, gold and other ores by using cyanide leach mining technology?

(2) For each mine where cyanide leach mining technology is being used:

(a) How big is the ore body?

(b) What is the annual production?

(c) How much cyanide-laced water is held in the tailings dam at each site?
Answer—

(1) Mines currently using cyanide leaching technology are:

- Timbarra Gold Mine 30 km southeast of Tenterfield;
- New England Antimony Mine at Hillgrove 23 km east of Armidale;
- Peak Hill Mine 50 km north of Parkes;
- Mineral Hill Mine 65 km north-northwest of Condobolin;
- The Peak Gold Mine 8 km south of Cobar; and
- Burdekin/McKinnons 37 km southwest of Cobar.

(2) (a) For mines that continue to operate, exploration is generally ongoing and the known size of the ore bodies is likely to increase over time. Recent estimates of the size of the ore bodies at the above mines are:

- Timbarra 10 million tonnes;
- New England Antimony Mine 2.3 million tonnes;
- Peak Hill 4 million tonnes;
- Mineral Hill 0.7 million tonnes;
- The Peak 5.4 million tonnes;
- Burdekin/McKinnons 2.4 million tonnes.

(b) Annual production (sales) in 1998-99 reported to the department was:

- Timbarra 3,461 ounces of gold;
- New England Antimony 3,798 ounces of gold;
- Peak Hill 21,810 ounces of gold, 1,999 grams of silver;
- Mineral Hill 37,596 ounces of gold, 14,788 grams of silver;
- The Peak 109,349 ounces of gold;
- Burdekin/McKinnons 13,343 ounces of gold, 12,232 grams of silver.

(c) The volume of water held in tailings dams at each site is:

- New England Antimony 1.5 to 2 megalitres;
- Mineral Hill 6 megalitres;
- The Peak nil to 50 megalitres;
- Burdekin/McKinnons 3 to 5 megalitres.

Timbarra and Peak Hill are heap leach operations, do not generate tailings, and do not have a tailings dam.

*368 POLICE—RADIOACTIVE MATERIAL—Ms Rhiannon asked the Treasurer, Minister for State Development, and Vice-President of the Executive Council representing the Minister for Police—

On 10 March 2000, the Sydney Morning Herald carried a report called “Police fury over $3m radio link ‘nightmare’ ”. In this article the author wrote “police again lost radio contact with dog squad units involved in a high speed chase, and ‘a situation involving a radioactive object’ ”:

(1) What was the source of this “radioactive object”?

(2) Were the police involved in this incident aware that they were handling radioactive material?

(3) What measures were they instructed to take to protect their own safety and that of the public in the handling of this radioactive material?

(4) Have the police involved in this incident since been tested for any adverse health impacts due to their closeness and/or handling of radioactive material?
(5) How was this radioactive object disposed?

Answer—

I have been advised by the Hon Paul Whelan MP, Minister for Police, that the answers to the honourable member’s questions are:

(1) The radioactive object was a Campbell Pacific Nuclear Densometer.

(2) All the communication means at the disposal of the Police Service were employed to ensure that any police involved in finding the stolen items would be appraised of the potential dangers.

(3) and (4) As soon as police arrived, an inner perimeter was established and the NSW Fire Brigades Hazardous Material Unit was contacted via police radio. Local fire brigade and ambulance officers also attended.

The Hazardous Material Unit officers tested the container and determined that there was no risk to any individual or officer who had handled or been in proximity to the densometer and its container.

(5) After the densometer was tested, it was conveyed to Campbelltown Local Area Command where it was entered into the Miscellaneous Property Book and securely stored. The property was then released to RTA officers.

*369 AGRICULTURE—NEW SOUTH WALES CHICKEN INDUSTRY—Mr Jobling asked the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Minister for Agriculture, and Minister for Land and Water Conservation—

With regard to the recent outbreak of Newcastle disease in the New South Wales chicken industry:

(1) What areas were infected by the disease in the Central Coast and Hunter regions?

(2) What additional areas were quarantined?

(3) What was the period of quarantine?

(4) How many chickens were destroyed in each area and what was the cost?

(5) What assistance was offered to affected chicken growers to restock and during the period they had no income during the quarantine period?

(6) What financial assistance or compensation was offered and given?

(7) (a) Has the Government considered “exceptional circumstances” payments to affected growers, especially where the NSW Government stopped movement of chickens?

(b) If not, why not?

Answer—

I have been advised by the Hon Richard Amery MP, Minister for Agriculture, and Minister for Land and Water Conservation, that the answer to the honourable member’s question is as follows:

(1) During late March and April 1999, an outbreak of Newcastle disease occurred at Mangrove Mountain. Approximately 15 farms were found to be infected and all 30 farms on the Mangrove Mountain ridge were compulsorily depopulated. Adjacent areas (Peats Ridge, Somersby Ridge and Kulnura) were placed in a control area and voluntarily depopulated and cleaned before the whole area was restocked. There were no affected areas in the Hunter region.
Further outbreaks appeared in January and February 2000 in the Western Sydney region and Calala and Moonbi in the Tamworth area and each infected farm was quarantined. No farms in these outbreaks were ordered to de-stock and the farms are still under quarantine. There was no control area which would inhibit normal industry commerce placed around these farms.

In the Mangrove Mountain outbreak affected chickens on broiler farms were slaughtered out and farms underwent disinfection before restocking. Restocking started in July after all farms in the restricted area had been depopulated. For some farms, this time was as short as 3 weeks whereas others could not restock for up to 8-9 weeks. The actual decision to restock and timing of restocking after the quarantine period was made by the companies involved, and in some cases was longer than this.

A total of 1.9 million chickens were compulsorily slaughtered on Mangrove Mountain as a result of these outbreaks and Government costs, including disinfection and clean-up, amounted to in excess of $30 million.

Assistance to restock was in the form of compensation for birds destroyed. A total of approximately $5 million was set aside for this purpose.

The Commonwealth provided ex-gratia payments for household relief for affected farmers and these were extended up to 30 September 1999. In addition, the NSW Government provided low interest loans for eligible farmers through the NSW Rural Assistance Authority for carry-on finance. This was up to $20,000 at the concessional interest rate of 4%.

(a) and (b) A strong application for Exceptional Circumstances was submitted to the Commonwealth on 21 June 1999. The Commonwealth deferred any decision on the basis that it required details of the financial impact of the quarantine period and when restocking occurred. This information was submitted to the Commonwealth in October 1999. Requests for further information from the Commonwealth have been promptly submitted with the most recent response made on 11 February 2000. Unfortunately, the Commonwealth continued to delay any decision and no advice of the outcome of the application has been received. This delay does not recognise the severe emotional and financial pressure which has been impacting on affected producers.

*371 TRANSPORT—MILLENNIUM TRAINS—Ms Rhiannon asked the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) Will the Millennium trains have space allocated for bike storage?

(2) Has any upgrading of existing rolling stock occurred in order to provide bike storage?

(3) If upgrading of existing rolling stock has occurred, how many carriages have been upgraded and what form has the upgrading taken?

Answer—

I am advised by the State Rail Authority of the following:

(1) The Millennium train does not have specific space allocated for bicycle storage, however, bicycles may be stored in the vestibule area which has been designed with “flip up” seats to accommodate wheelchairs.

(2) Yes, on Intercity services only. Safety reasons prevent the provision of bicycle storage hooks on suburban services.

(3) 240 Intercity cars are currently being upgraded and this includes the installation of one bicycle hook in the vestibule area of 175 cars. To date, 138 cars have this provision.
*372 POLICE—TRAFFIC INFRINGEMENT NOTICES—Ms Rhiannon asked the Treasurer, Minister for State Development, and Vice-President of the Executive Council representing the Minister for Police—

(1) For the period 1 January 2000 to 1 April 2000, how many traffic infringement notices have been issued to motorists illegally using “bus only” lanes and in which locations have these notices been issued?

(2) How many traffic infringement notices have been issued to motorists for illegally standing or parking in “No Standing” zones in Castlereagh Street, Sydney, between Hunter Street and Park Street between the times of 5.00 pm and 6.30 pm for each of the following periods:

(a) 13 March 2000 to 17 March 2000 inclusive?
(b) 20 March 2000 to 24 March 2000 inclusive?
(c) 27 March 2000 to 31 March 2000 inclusive?
(d) 3 April 2000 to 7 April 2000 inclusive?
(e) 10 April 2000 to 14 April 2000 inclusive?

Answer—

I have been advised by the Hon Paul Whelan MP, Minister for Police, that the answers to the honourable member’s questions are:

(1) 351 for the offence of “Drive in Bus Lane”. Location statistics are not maintained.

(2) Statistics relating to location and time of offence are not maintained by the Infringement Processing Bureau.

*373 POLICE—ROSTERED DUTIES—Mr Moppett asked the Treasurer, Minister for State Development, and Vice-President of the Executive Council representing the Minister for Police—

(1) Can the Minister confirm that an officer-in-charge is in residence at the police stations both at Buronga and Dareton?

(2) Do the rostered duties of these officers extend to serving at other police stations?

(3) What proportion of their duties are performed at, or in the immediate vicinity of, the stations to which they are assigned?

(4) Are these duty rosters being reviewed in the light of a number of incidents which have occurred at Dareton recently?

Answer—

I have been advised by the Hon Paul Whelan MP, Minister for Police, that the answers to the honourable member’s questions are:

(1) Yes, there is currently a Sector Supervisor at both Buronga and Dareton Police Stations.

(2) Yes. Officers provide support to the Dareton cluster, i.e., Buronga, Euston, Dareton and Wentworth.

(3) Police provide a co-ordinated and timely response to issues based on intelligence.

(4) Rostering of staff is an operational decision for police. However, I am advised that the crime rate in Dareton has been falling over the past couple of months and is lower than 1996 figures.
*374 TRANSPORT—OUTBACK EXPLORER TRAIN SERVICE—Mr Moppett asked the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) For how long will the “Outback Explorer” train service remain suspended?

(2) Would the Minister supply all statistical information available on passenger usage since the service commenced in 1996?

(3) What arrangements have been made for alternative transport for passengers who would have travelled on the “Outback Explorer”?

Answer—

I am advised by Countrylink of the following:

(1) Countrylink’s locomotive-hauled train to Broken Hill and Griffith has been retired from service and will be replaced with new services for Griffith and Broken Hill.

In the long term, the Outback train to Broken Hill will be replaced by new XPT rolling stock which Countrylink expects to be available in 18 months time.

(2) The valuable passenger service that is provided for the people of Broken Hill will be provided in the interim through a contract with Great Southern Railways.

(3) In the period from the retirement of the Outback train to the introduction of the new service, Countrylink has put in place a number of short and mid-term travel alternatives.

For passengers already booked on the Outback train, Countrylink has introduced a road coach service to operate in lieu of the train. These coach services operate between Broken Hill and Dubbo and provide a connection with the Sydney to Dubbo Central West XPT service.

Countrylink has negotiated with Great Southern Railways (GSR), operator of the Ghan and Indian Pacific, the purchase of 30 seats on each of these trains. Accordingly, Countrylink customers wishing to travel to Broken Hill (and other locations formerly serviced by the Outback train) will now be booked on either the Indian Pacific or the Ghan. The Indian Pacific and the Ghan offer superior comfort to Countrylink’s Outback train carriages. These trains have been refurbished and offer additional passenger facilities including showers and on-board audio-visual entertainment. In addition, these two services combined provide Countrylink customers with three direct services a week in either direction.

Passengers booked in coach class accommodation (i.e., seats only) with Countrylink’s own TravelLink reservations system to travel on either the Indian Pacific or Ghan will pay Countrylink fares.

All other accommodation on the Indian Pacific and Ghan will be charged at the GSR fare rate and can only be booked via a GSR agency.

375 INDUSTRIAL RELATIONS—NSW WORKCOVER AUTHORITY—Mr Gallacher to ask the Attorney General, and Minister for Industrial Relations—

*376 TREASURY—WALSH BAY REDEVELOPMENT—Mr Richard Jones asked the Treasurer, Minister for State Development, and Vice-President of the Executive Council—

(1) (a) By entering into the Project Delivery Agreement for the redevelopment of Walsh Bay with the Transfield/Mirvac consortium, has the Government given away a 99-year leasehold of prime city waterfront land, over half the size of the central CBD, with an estimated value of over $500 million?
(b) Has the Government agreed to further contribute over $78 million in cash, sales tax relief and stamp duty relief, together with options granted to the consortium, to pick up public cultural facilities virtually at or below cost?

(c) Was all of this for the sum of $10 million?

(2) Can the Treasurer also advise the House precisely how much the new 850-seat theatre on the site will actually end up costing the public purse?

Answer—

I have been advised by the Hon Bob Carr MP, Premier, Minister for the Arts, and Minister for Citizenship, that the answers to the honourable member’s questions are:

(1) (a) No.

(b) The Government has approved capital expenditure of $49.414 million to provide new and improved infrastructure, as well as cultural and public facilities.

(c) No.

(2) The Government will contribute $24.944 million to the cost of the 850-seat theatre.

3 MAY 2000

(Paper No. 38)

*377 TRANSPORT—LIVERPOOL-PARRAMATTA BUS TRANSITWAY—Ms Rhiannon asked the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) (a) Did a spokesperson for the Minister refer to a blocked-off 2.4 km north Liverpool section of the bus transitway linking Liverpool with Parramatta as a “valuable stand-alone project which could benefit commuters before the overall project opened in 2003”?

(b) If not, could the Minister provide the correct quote?

(2) How much has this section of roadway cost?

(3) (a) Is it currently being used?

(b) (i) if not, why not, and

(ii) when will it be opened for use?

Answer—

An overview report has been released on this project and has established the need for the fully developed Liverpool-Parramatta Transitway. The transitway is proposed to incorporate the Bonnyrigg busway section as part of its preferred route. An Environmental Impact Statement on the transitway is currently being prepared for release and public exhibition.

*378 TRANSPORT—NEW SOUTHERN RAILWAY LINE—Ms Rhiannon asked the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) What reduction will train services to Turrella, Bardwell Park, Bexley North and Kingsgrove stations experience when the new southern railway line opens on 15 May?
(2) (a) Will these services subsequently be restored to their pre-15 May levels?

(b) If so, when?

(c) If not:

(i) will there be an increase,
(ii) by how much, and
(iii) when?

(3) (a) Is the Minister concerned that a reduction in train services will cause unreasonable inconvenience to commuters and other rail users?

(b) Is the Minister concerned that some passengers will choose to use private transport options, thus adding to Sydney’s air quality and traffic congestion problems?

Answer—

I am advised by the State Rail Authority of the following:

(1) Services from Turrella in the morning and evening peaks have been reduced from four per hour to two and services from Kingsgrove have been reduced from eight per hour to six in the morning and evening peak. During the morning and evening peaks, Turrella, Bardwell Park and Bexley North will not have direct services via Sydenham, Redfern and Central. These will go through the Airport Line. Kingsgrove will have two through Sydenham and four through the Airport Line. Neither Bexley North nor Bardwell Park have had services reduced during the peak periods.

(2) (a) The timetable will be reviewed taking into consideration the needs of passengers and the availability of rolling stock.

(b) and (c) Not applicable.

(3) (a) The change in services has been made to accommodate the new Airport Line and is of benefit to the whole community.

(b) The changes will require some adjustment by commuters. The new Airport Line will reduce the amount of traffic and congestion experienced around the International and Domestic Airports and local suburbs and will encourage people to leave their cars at home.
TRANSPORT—RAILWAY PASSENGERS—Ms Rhiannon asked the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) On average, how many railway passengers per weekday use the following stations:
   (a) Bondi Junction,
   (b) Edgecliff,
   (c) Parramatta, and
   (d) Penrith?

(2) For each of these stations, what is the approximate percentage of these passengers arriving by bus?

(3) For each of these stations, what is the approximate percentage of these passengers departing by bus?

Answer—

(1) to (3) The CityRail network carries almost 900,000 people across the network with around 2,500 services per day. A significant proportion of these people use key stations including Bondi Junction, Edgecliff, Parramatta and Penrith.

Many people use the kiss & ride or bus interchange facilities available at each of these stations.
CORRECTIVE SERVICES—PERIODIC DETENTION FACILITY—Mr Moppett to ask the Minister for Juvenile Justice, Minister Assisting the Premier on Youth, and Minister Assisting the Minister for the Environment representing the Minister for the Environment, Minister for Emergency Services, Minister for Corrective Services, and Minister Assisting the Premier on the Arts—

TRANSPORT—M5 EAST TUNNEL—Dr Wong asked the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) Did the Environment Protection Authority advise the Roads and Traffic Authority (RTA) to treat data regarding the expected improvement of air quality due to improvements in the vehicle fleet with caution because the improvements were likely to be an overstatement?

(2) If so, why does the RTA and Minister continue to quote improvements in the vehicle fleet as a reason for not installing pollution treatment systems in the M5 East tunnel?

Answer—

The Environment Protection Authority has advised that predicted improvements in vehicle emissions are an estimate and should be considered as such.

The ventilation system for the freeway is being designed, and will be operated, to meet the stringent air quality goals set in the Conditions of Approval.

In accordance with the Conditions of Approval, provision is also being made at Turrella for the future installation of treatment systems if required.

The Conditions of Approval also require the Roads and Traffic Authority (RTA) to work with the Department of Urban Affairs and Planning, the Environment Protection Authority, and the Department of Health to identify strategies for improving regional air quality.

TOURISM—HISTORICAL MUSEUMS—Mr Corbett to ask the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Minister for Small Business, and Minister for Tourism—

5 MAY 2000

(Paper No. 40)

EDUCATION—VISITS TO GOVERNMENT SCHOOLS—Ms Rhiannon to ask the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Minister for Education and Training—

EDUCATION AND TRAINING—CASUAL TEACHERS—Ms Rhiannon to ask the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Minister for Education and Training—

EDUCATION AND TRAINING—ST GEORGE CAMPUS—Ms Rhiannon to ask the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Minister for Education and Training—

EDUCATION AND TRAINING—TECHNICAL AND FURTHER EDUCATION—Ms Rhiannon to ask the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Minister for Education and Training—
TRANSPORT—TAXI DRIVER SECURITY—Revd Mr Nile asked the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) Does the Passenger Transport (Taxi-Cab Services) Regulation 1995 state that operators “… must ensure that the taxi-cab is fitted with either an approved driver protection screen or an approved security camera system”?

(2) Does the regulation only allow one or the other, not both, even though some operators have installed approved driver protection screens and are now wanting to install the new security camera system?

(3) What assurance will the Minister give operators that they will be allowed to install both systems of security?

(4) Will the Minister review the regulation in order to change section 7B (1) (b) to read: “The operator of a taxi-cab … must ensure that the taxi-cab is fitted with either an approved driver protection screen and/or an approved security camera system”?

Answer—

(1) Yes.

(2) The Regulation requires either security device but does not prohibit the installation of both security devices.

(3) Taxi operators can install both security devices.

(4) No, since taxi operators can already install both security devices.
(4) Will the Minister review the regulation in order to change section 7B (1) (b) to read: “The operator of a taxi-cab ... must ensure that the taxi-cab is fitted with either an approved driver protection screen and/or an approved security camera system”?

Answer—

(1) Yes.

(2) The Regulation requires either security device but does not prohibit the installation of both security devices.

(3) Taxi operators can install both security devices.

(4) No, since taxi operators can already install both security devices.

408 PREMIER—OMBUDSMAN—Mr Gay to ask the Treasurer, Minister for State Development, and Vice-President of the Executive Council representing the Premier, Minister for the Arts, and Minister for Citizenship—

410 EDUCATION AND TRAINING—ST GEORGE CAMPUS—Ms Rhiannon to ask the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Minister for Education and Training—

23 MAY 2000

(Paper No. 41)

411 TRANSPORT— TRAINS REQUIRED DURING PEAK COMMUTER TIMES—Mr Jobling to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

412 TRANSPORT— WYNYARD STATION—Mr Jobling to ask the Minister for Mineral Resources, and Minister for Fisheries, representing the Minister for Transport, and Minister for Roads—

413 TRANSPORT— SYDNEY—BRISBANE XPT SERVICE—Mr Jobling to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

414 MINERAL RESOURCES— MINING TECHNOLOGY—Ms Rhiannon to ask the Minister for Mineral Resources, and Minister for Fisheries—

415 ROADS— M2 NOISE POLLUTION—Mr Cohen to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

24 MAY 2000

(Paper No. 42)

416 TRANSPORT— COLLISION INCIDENT AT CRONULLA STATION—Mr Jobling to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

417 TRANSPORT— FURTHER REVERSING COLLISIONS—Mr Jobling to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

418 LOCAL GOVERNMENT— WOLLONGONG COUNCIL—Ms Rhiannon to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Local Government, Minister for Regional Development, and Minister for Rural Affairs—
PREMIER—NORTH COAST—Dr Pezzutti to ask the Treasurer, Minister for State Development, and Vice-President of the Executive Council representing the Premier, Minister for the Arts, and Minister for Citizenship—

HEALTH—NURSE PRACTITIONERS—Miss Gardiner to ask the Treasurer, Minister for State Development, and Vice-President of the Executive Council representing the Minister for Health—

ROADS—M5 EAST STACK—Mr Cohen to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

URBAN AFFAIRS AND PLANNING—M5 EAST STACK—Mr Cohen to ask the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Deputy Premier, Minister for Urban Affairs and Planning, Minister for Aboriginal Affairs, and Minister for Housing—

TRANSPORT—TAXI METER RATES—Mr Corbett to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

25 MAY 2000

(Paper No. 43)

FAIR TRADING—BUILDING INSPECTORS—Mr Gallacher to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Fair Trading, and Minister for Sport and Recreation—

FAIR TRADING—NSW LOTTERIES OFFICE—Mr Gallacher to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Fair Trading, and Minister for Sport and Recreation—

FAIR TRADING—MANUFACTURED HOME DEPOSITS—Mr Gallacher to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Fair Trading, and Minister for Sport and Recreation—

EDUCATION—AWARD NEGOTIATION EXPENDITURE—Ms Rhiannon to ask the Special Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for the Central Coast representing the Minister for Education and Training—

26 MAY 2000

(Paper No. 44)
432 LAND AND WATER CONSERVATION—GROUNDWATER LICENCES—Mr Jobling to ask the Special
Minister of State, Assistant Treasurer, Minister Assisting the Premier on Public Sector Management, and
Minister Assisting the Premier for the Central Coast representing the Minister for Agriculture, and Minister for
Land and Water Conservation—

30 MAY 2000
(Paper No. 45)

433 EDUCATION AND TRAINING—DISMISSALS—Mr Breen to ask the Special Minister of State, Assistant
Treasurer, Minister Assisting the Premier on Public Sector Management, and Minister Assisting the Premier for
the Central Coast representing the Minister for Education and Training—

31 MAY 2000
(Paper No. 46)
Questions—Nil

1 JUNE 2000
(Paper No. 47)
Questions—Nil

2 JUNE 2000
(Paper No. 48)
Questions—Nil

6 JUNE 2000
(Paper No. 49)

434 INDUSTRIAL RELATIONS—TAXI INDUSTRY—Mr Richard Jones to ask the Attorney General, and
Minister for Industrial Relations—

(1) Why has it taken 2 years and 7 months for an Interim Variation to the Taxi Industry (Contract Drivers)
Contract Determination 1984, IRC 2383 of 1995, which was heard in the Industrial Relations
Commission on 23 July 1997 to be published in the NSW Industrial Gazette?

(2) What is the detailed background to this lengthy delay?

(3) Who in the NSW Industrial Registry was overseeing the passage to publication of this Interim Variation?

(4) Did the Taxi Industry Association (TIA) lodge an appeal against the initial ruling by Commissioner
Connor regarding this Interim Variation?

(5) Was the appeal, if any, properly handled by the NSW Industrial Registry?
(6) Who in the Industrial Registry handled that appeal and its processing?

(7) Does the NSW Department of Industrial Relations carry out investigations into and the substantiating of claims for unfair dismissal matters that have been brought to that department’s attention?

(8) If a complainant to the NSW Department of Industrial Relations in a matter that involves unfair dismissal is also a member of a recognised trade union, is it a policy of the Department of Industrial Relations not to investigate and not to pursue that claim for unfair dismissal?

(9) What is the NSW Department of Industrial Relations’ policy in regards to complainants who are members of recognised trade unions?

(10) (a) Did an annual general meeting occur in 1999 for the New South Wales branch of the Transport Workers Union?

(b) If so, where was that meeting held and on what date?

(11) (a) Did quarterly meetings take place for the New South Wales branch of the Transport Workers Union in 1999?

(b) If so, where were the meetings held and on what dates?

(12) What guidelines are followed by the New South Wales branch of the Transport Workers Union relating to notifying rank and file union members of the time and place of annual general meetings?

ATTORNEY GENERAL—REGISTRY OF BIRTHS, DEATHS AND MARRIAGES—Dr Pezzutti to ask the Attorney General, and Minister for Industrial Relations—

(1) Will the Attorney General hold an inquiry into the dismissal and subsequent treatment of Mr Bob Miller, the previous Deputy Registrar of Births, Deaths and Marriages?

(2) Can the Attorney General give an account of the success or otherwise of the previous Registrar, Ms Barbara Flett?

(3) Can the Attorney General:

(a) explain why Special Birth Certificates are printed in Victoria, and

(b) indicate the formal tender process involved for the provision of printing services?

(4) Is the Attorney General satisfied with the work of his department in the area of family reunification?

(5) What steps did the Attorney General take as a result of the Council of the Cost of Government Report into the registry?

(6) How many complaints has the Attorney General had regarding the registry pertaining to the search for relatives?

(7) Is the Attorney General complying with the intent of the Adoption Information Act 1990?
TRANSPORT—TAXI INDUSTRY—Mr Richard Jones to ask the Minister for Mineral Resources, and Minister for Fisheries representing the Minister for Transport, and Minister for Roads—

(1) How many casual and full-time permanent telephonists that are involved directly in taxi telephone bookings are employed by the Taxis Combined radio network?

(2) How many telephonists at the Taxis Combined radio network that are directly involved in the receiving and dispatching of taxi telephone bookings are full-time non-casual employees?

(3) How many telephonists at the Taxis Combined radio network that are directly involved in receiving and dispatching of taxi telephone bookings are casual or part-time employees?

(4) How many Query Channel operators, both casual and full-time permanent, are employed by the Taxis Combined radio network?

(5) What number of Query Channel operators at the Taxis Combined radio network are permanent full-time employees?

(6) What number of Query Channel operators at the Taxis Combined radio network are casual or part-time employees?

(7) What training is given to telephonists at the Taxis Combined radio network who are directly involved in receiving and dispatching of taxi telephone bookings?

(8) How many hours does it take for that training?

(9) (a) Is there a standard ongoing review of telephonists, that is those persons who receive telephone calls that require that collection of details relating to and the allocation of a taxi cab, at Taxis Combined radio network to ensure the maintaining of minimum levels of accuracy and competence?

(b) If so, who conducts that ongoing review of accuracy and competency of telephonists at the Taxis Combined radio network?

(c) What is their job title?

(d) How often is that ongoing review carried out?

(10) (a) What training is given to Query Channel operators, that is those persons who answer job-related questions and points of clarification directly from and to taxi drivers, at the Taxis Combined radio network?

(b) How many hours does it take for that training?

(11) (a) Is there a standard ongoing review of Query Channel Operators?

(b) If so, who conducts that ongoing review of the accuracy and competency of Query Channel operators at Taxis Combined?

(c) What is their job title?

(d) How often is that ongoing review carried out?

(12) How many radio room monitors, that is those persons who oversee the running and control of the radio room and hold a Grade 5 telephonist standing, are employed by Taxis Combined radio network?

(13) How many assistant radio room monitors, that is those persons who can assume the overseeing and running and control of the radio room and hold a Grade 5 telephonist standing, are employed by Taxis Combined radio network?
(14) What was the average number of telephonists on duty at the Taxis Combined radio network for the night shift (3 pm to 3 am) during the last week of each month from April 1999 to April 2000 on a day by day basis, that is Monday through to Sunday?

(15) What was the average number of telephonists on duty at the Taxis Combined radio network for the day shift (3 am to 3 pm) during the last week of each month from April 1999 to April 2000 on a day by day basis, that is Monday through to Sunday?

(16) What was the average number of Query Channel Operators on duty at the Taxis Combined radio network for the night shift (3 pm to 3 am) during the last week of each month from April 1999 to April 2000 on a day by day basis, that is Monday through to Sunday?

(17) What was the average number of Query Channel Operators on duty at the Taxis Combined radio network for the day shift (3 am to 3 pm) during the last week of each month from April 1999 to April 2000 on a day by day basis, that is Monday through to Sunday?

(18) What is the average length of employment of casual or part-time telephonists at the Taxis Combined radio network?

(19) What is the average length of employment of permanent or full-time telephonists at the Taxis Combined radio network?

(20) What is the average length of employment of casual or part-time Query Channel operators at Taxis Combined radio network?

(21) What is the average length of employment of permanent or full-time Query Channel operators at Taxis Combined radio network?

(22) (a) Is there a minimum number of hours per week that radio room telephonists (be they casual or otherwise) must perform to qualify for employment at Taxis Combined radio network?

(b) If so, what is the minimum number of hours?

(c) Who ensures that those minimum number of hours are adhered to if that applies?

(d) What is their job title?

(23) What are the minimum accreditation standards that radio networks or taxi radio networks have to comply with in order to be licensed or continue to be licensed to operate?

(24) (a) Who in the NSW Department of Transport oversees the compliance to standards and the maintaining of minimal levels of service by taxi radio networks in New South Wales?

(b) What is their job title?

(25) What is the number of Metro cabs in the Taxis Combined fleet?

(26) What is the number of Metro cabs in the taxi co-operatives and taxi companies that utilise the radio network operated by Taxis Combined (that is, how many Metro cabs are operated by Premier taxis, ABC taxis, Manly Warringah taxis, St George taxis, respectively)?
(27)  (a) How many female drivers are currently accredited to operate as taxi drivers in New South Wales?

(b) How many of those accredited female taxi drivers are residents in the metropolitan districts of Sydney, Newcastle and Wollongong?

(c) How many are residents of country areas in New South Wales?

(28) Does Taxis Combined maintain a “register” of telephone numbers, names and/or addresses which have been associated with M9, unacceptable, problematic customers or of customers who have a history of negative incidents against taxi drivers?

(29) Does Taxis Combined maintain a “register” of telephone numbers, names and/or addresses which have been associated with M13, attacks on taxi drivers?

(30) Does Taxis Combined refuse to provide taxis to telephones, persons or addresses included on the “registers” as described above?

John Evans
Clerk of the Parliaments