

PARLIAMENT OF VICTORIA

**PARLIAMENTARY DEBATES
(HANSARD)**

LEGISLATIVE ASSEMBLY

FIFTY-SIXTH PARLIAMENT

FIRST SESSION

QUESTIONS ON NOTICE

Tuesday, 7 August 2007

(Extract from book 11)

Internet: www.parliament.vic.gov.au/downloadhansard

By authority of the Victorian Government Printer

CONTENTS

QUESTIONS ON NOTICE

Tuesday, 7 August 2007

38.	Water, environment and climate change: Melbourne water consumption.....	2701	167.	Skills, education services and employment: Bendigo gaol complex handover.....	2726
52.	Water, environment and climate change: Lake Cullen wetlands.....	2701	168.	Skills, education services and employment: Bendigo education plan.....	2726
82.	Water, environment and climate change: irrigation storage blue-green algae outbreaks.....	2702	169.	Gaming: gambling research.....	2726
89.	Water, environment and climate change: public land management staff.....	2703	170(a).	Premier: Garnaut climate change review.....	2727
101.	Public transport: tram ticket validators.....	2704	175.	Public transport: train driver shift lengths.....	2727
102.	Public transport: V/Line passenger journeys.....	2705	176.	Public transport: train driver allowances.....	2728
103.	Public transport: V/Line railway station services.....	2711	180.	Public transport: Doncaster bus services.....	2728
104.	Public transport: regional fast rail safety fences.....	2713	187.	Police and emergency services: Victoria Police drug and alcohol policy.....	2728
105.	Public transport: V/Line flagship express trains.....	2713	191.	Community services: Alzheimer's disease funding.....	2729
106.	Public transport: V/Line replacement services.....	2715	194.	Aged care: Victorian Seniors Festival.....	2730
108.	Police and emergency services: Bayside/Kingston/Port Phillip sexual assaults.....	2715	203.	Community services: health boards management development program.....	2730
113.	Water, environment and climate change: Erica fuel reduction burning.....	2716	210.	Community services: aged care falls prevention program.....	2731
117.	Public transport: public transport infringement notices.....	2717	211.	Finance, WorkCover and the Transport Accident Commission: catastrophic injury compensation scheme.....	2732
119.	Public transport: stolen train master keys.....	2718	213.	Education: Eastwood Primary School taxi service.....	2732
123.	Public transport: public transport service complaints.....	2718	214.	Education: government provided bus services.....	2733
134.	Public transport: VicTrack properties.....	2720	215.	Education: Eastwood Primary School bus service.....	2733
136.	Roads and ports: demerit points database.....	2720	219.	Public transport: tram stop timetables.....	2734
142.	Public transport: Metrol train control centre.....	2721	220.	Public transport: tram stop timetables.....	2735
148.	Corrections: prison swimming pools.....	2722	221.	Health: hospital early warning system.....	2735
154.	Police and emergency services: Landmark Education Corporation.....	2722	222.	Health: hospital early warning system.....	2735
156.	Education: Outside the Law.....	2723	224.	Health: Western Health gynaecology services.....	2737
157.	Public transport: Kingston rail corridors.....	2723	225.	Health: weighted inlier equivalent separation allocations.....	2737
159.	Water, environment and climate change: climate change.....	2724	226.	Water, environment and climate change: Sandringham foreshore.....	2738
160.	Public transport: Metrol upgrade works.....	2725	228.	Education: graffiti art.....	2738
161.	Water, environment and climate change: noxious weeds.....	2725	229.	Health: Kingston Centre hydrotherapy pool.....	2739
162.	Public transport: Kingston VicTrack leases.....	2726	233.	Water, environment and climate change: alpine resort management.....	2739
			234.	Water, environment and climate change: Port Welshpool jetty.....	2740
			247.	Roads and ports: VicRoads traffic controllers.....	2741

QUESTIONS ON NOTICE

*Answers to the following questions on notice were circulated on the date shown.
 Questions have been incorporated from the notice paper of the Legislative Assembly.
 Answers have been incorporated in the form supplied by the departments on behalf of the appropriate ministers.
 The portfolio of the minister answering the question on notice starts each heading.*

Tuesday, 7 August 2007

Water, environment and climate change: Melbourne water consumption

38. Ms ASHER to ask the Minister for Water, Environment and Climate Change — what was Melbourne’s total water consumption in —

- (1) 1999–2000.
- (2) 2000–01.
- (3) 2001–02.
- (4) 2002–03.
- (5) 2003–04.
- (6) 2004–05.
- (7) 2005–06.

ANSWER:

I am informed that:

Melbourne Water’s bulk water sales, including sales to Western Water, were as follows:

ML

- | | | |
|-----|-----------|------------|
| (1) | 1999–2000 | 501,640 ML |
| (2) | 2000–2001 | 505,140 ML |
| (3) | 2001–2002 | 465,571 ML |
| (4) | 2002–2003 | 483,000 ML |
| (5) | 2003–2004 | 438,800 ML |
| (6) | 2004–2005 | 440,982 ML |
| (7) | 2005–2006 | 444,365 ML |

Volumes for 1999–2000 to 2004–2005 have been sourced from the Water Services Association of Australia’s WSAA facts 2005 and the 2005–2006 volume has been sourced from the *National Performance Report 2005–06 — Major Urban Water Utilities* which was prepared by the National Water Commission and Water Services Association of Australia. This document replaces WSAA facts.

Water, environment and climate change: Lake Cullen wetlands

52. Mr WALSH to ask the Minister for Water, Environment and Climate Change — what specific measurable environmental outcomes are expected to be achieved as a result of pumping 8,000 megalitres of environmental water into Lake Cullen near Kerang in September 2006 and how will the Department measure and report these outcomes to the public and the Parliament.

ANSWER:

I am informed that:

Lake Cullen was selected as a drought refuge as it supports a very high abundance and diversity of waterbirds, including several of International significance.

Lake Cullen is included in the Summer Waterfowl Count that has been undertaken by the Department of Sustainability and Environment since 1987. The counts show that Lake Cullen is consistently one of the most important wetlands in north-west Victoria.

Following the watering that took place in 2006, monitoring of Lake Cullen in December 2006 observed that 70 species of birds, including 6 species listed under International Conventions, were observed taking refuge at the Lake.

In March 2007, 12,928 water fowl were counted at Lake Cullen; this represented 47% of birds recorded in North-west Victoria. Over half of the 50 lakes included in the annual counts were dry in 2007.

This demonstrates that the targeted watering strategy is working in creating a drought refuge for our threatened species including Freckled Ducks, Royal Spoonbills and Little Egrets. Many bird species listed under the JAMBA/CAMBA resolutions occur here (eg Marsh Sandpiper, Sanderling, Red Knot and others).

Water for Lake Cullen was delivered from the Murray Flora and Fauna (27.6 GL) Entitlement, which has an annual distribution program for this allocation developed in consultation with community stakeholders.

Wetland watering results using this entitlement are monitored under site specific programs which assess water birds, fish and vegetation response and condition.

As the drought continues, the focus of the limited environmental water available is to only prevent the loss of threatened species, or to provide drought refuges to allow future recovery.

The Victorian government will be pleased to make a presentation of outcomes from environmental water monitoring as part of the Annual Reporting process for the use of the Murray Flora and Fauna (27.6 GL) Entitlement.

Water, environment and climate change: irrigation storage blue-green algae outbreaks

82. Dr SYKES to ask the Minister for Water, Environment and Climate Change with reference to blue green algae outbreaks so far this irrigation season and in each of the previous six seasons —

- (1) What irrigation storages have been affected by outbreaks.
- (2) Have any of the outbreaks reduced the availability of water to irrigators; if so, what was the impact in terms of reduction in percentage of water rights available over the irrigation season.

ANSWER:

I am informed that:

- (1) For the period 1 July 2006 to the present day, sampling at the following irrigation storages has confirmed the existence of blue-green algae (BGA) commensurate with the high cell count levels:
 - Tullaroop and Laanecoorie Reservoirs on the Loddon system,
 - Pykes Creek Reservoir near Bacchus Marsh,
 - Blue Rock Lake on the upper Latrobe, and
 - Lake Glenmaggie.

Irrigation and multipurpose irrigation storages which have experienced significant cell counts of BGA during previous seasons have been:

- Lake Glenmaggie on the upper Macalister system,
- Lake Mokoan on the Broken system,
- Tullaroop and Hepburns Lagoon on the Loddon system,
- Eppalock on the Campaspe system, and
- Pykes Creek and Melton Reservoirs in the Werribee basin.

- (2) There have been no outbreaks of BGA in irrigation storages which have been responsible for the reduction in percentage of water rights available over the irrigation season.

Water, environment and climate change: public land management staff

89. Mr INGRAM to ask the Minister for Water, Environment and Climate Change —

- (1) How many permanent staff were employed in public land management regional offices, including the Department of Primary Industries, the Department of Sustainability and Environment, VicForests and their preceding agencies during 1991, 1996, 2001 and 2006 at —
- (a) Orbost;
 - (b) Cann River;
 - (c) Nowa Nowa;
 - (d) Mallacoota;
 - (e) Swifts Creek;
 - (f) Bairnsdale;
 - (g) Heyfield;
 - (h) Bendoc.
- (2) How many permanent staff were employed in regional offices of Parks Victoria during 1991, 1996, 2001 and 2006 at —
- (a) Orbost;
 - (b) Cann River;
 - (c) Nowa Nowa;
 - (d) Mallacoota;
 - (e) Swifts Creek;
 - (f) Bairnsdale;
 - (g) Heyfield;
 - (h) Bendoc.
- (3) How many permanent staff were employed as dedicated fire officers in public land management regional offices including the Department of Primary Industries, the Department of Sustainability Victoria, VicForests and their preceding agencies during 1991, 1996, 2001 and 2006 at —
- (a) Orbost;
 - (b) Cann River;
 - (c) Nowa Nowa;
 - (d) Mallacoota;
 - (e) Swifts Creek;
 - (f) Bairnsdale;
 - (g) Heyfield;
 - (h) Bendoc.

- (4) How many staff were employed as Department of Sustainability and Environment summer fire crew officers in public land management regional offices of the Department of Primary Industries, the Department of Sustainability and Environment and VicForests during 1991, 1996, 2001 and 2006 at —
- (a) Orbost;
 - (b) Cann River;
 - (c) Nowa Nowa;
 - (d) Mallacoota;
 - (e) Swifts Creek;
 - (f) Bairnsdale;
 - (g) Heyfield;
 - (h) Bendoc.

ANSWER:

I am informed that:

The research required to provide this information would place an unreasonable burden on public time and resources, across various Government Departments and Agencies. Questions regarding employees of the Department of Primary Industries and VicForests should more appropriately be asked of the Minister for Agriculture. In addition, Parks Victoria was not established until December 1996.

Public transport: tram ticket validators

101. Mr MULDER to ask the Minister for Public Transport —

- (1) On what date was the number of tram ticket validators installed and available for passengers to use on each W-class tram based at the Glen Huntly and Southbank depots reduced from four to two.
- (2) On Sunday, 25 March 2007 —
 - (a) was tram 1012 based at Glen Huntly depot;
 - (b) did tram 1012 operate on route 79 between St Kilda Beach and North Richmond;
 - (c) did tram 1012 only have two installed validators.
- (3) Do OneLink's records state that tram 1012 was based at the Southbank Depot on Sunday, 25 March 2007.
- (4) Did OneLink inform a caller to its 1800 652 313 number on Tuesday, 27 March 2007, that tram 1012 had four validators, asset numbers 034-01624, 034-02509, 034-02614 and 034-03591 installed on board.
- (5) Have two of the ticket validators on tram 1012 been removed with the exception of the attachments.
- (6) Are there discrepancies between information held by Yarra Trams and information held by OneLink as to the depots at which trams are based.

ANSWER:

As at the date the question was raised, the answer is:

- (1) The information sought is not available.
- (2) Yarra Trams have advised:
 - (a) Yes.
 - (b) Tram 1012 operated on route 78/79.
 - (c) Yes.

- (3) The Transport Ticketing Authority has advised that this is the case.
- (4) The Transport Ticketing Authority has advised that this is the case.
- (5) Yarra Trams have advised that this is the case.
- (6) The Department has advised that this is not the case.

Public transport: V/Line passenger journeys

102. Mr MULDER to ask the Minister for Public Transport —

- (1) How many journeys were made on V/Line trains and coaches in each quarter from December 2005 to March 2007 inclusive.
- (2) How many passengers were tallied on each individual V/Line rail or coach service operating on Tuesday, 6 February 2007, including Department of Infrastructure services that appear in the V/Line timetable, showing —
 - (a) the train or coach number;
 - (b) the scheduled time of departure;
 - (c) the originating station or location;
 - (d) the terminating station or location.

ANSWER:

As at the date the question was raised, the answer is:

- (1) The number of passenger journeys made on V/Line trains and coaches in each quarter from December 2005 to March 2007 were:

	Dec 05 Quarter	Mar 06 Quarter	Jun 06 Quarter	Sep 06 Quarter	Dec 06 Quarter	Mar 07 Quarter
V/Line Rail	1,440,057	1,819,072	1,796,054	1,945,345	2,117,371	2,283,804
V/Line Coach	127,288	134,564	133,675	130,936	129,639	128,757
Total V/Line Rail & Coach journeys	1,567,345	1,953,636	1,929,729	2,076,281	2,247,010	2,412,561

- (2) The number of passengers on 6 February 2007 tallied 29,357.

Details of each service have been provided in the attachment as requested in sections (a), (b), (c) and (d).

Question

2 (a), (b), (c),(d)

QUESTIONS ON NOTICE

2706

ASSEMBLY

Tuesday, 7 August 2007

Coach	Service	Scheduled Time of Departure	From	To
Coach	210	0615	Apollo Bay	Geelong
Coach	211	0955	Geelong	Apollo Bay
Coach	212	0935	Apollo Bay	Geelong
Coach	213	1205	Apollo Bay	Geelong
Coach	214	1350	Lorne	Geelong
Coach	215	1505	Geelong	Apollo Bay
Coach	216	1410	Apollo Bay	Geelong
Coach	217	1810	Geelong	Apollo Bay
Coach	261	1210	Warrnambool	Mt Gambier
Coach	262	0435	Mt Gambier	Warrnambool
Coach	264	1620	Mt Gambier	Heywood
Coach	265	1655	Warrnambool	Mt Gambier
Coach	263	1620	Warrnambool	Pt Fairy
Coach	266	1655	Pt Fairy	Warrnambool
Coach	240	0650	Warrnambool	Ballarat
Coach	241	1415	Ballarat	Warrnambool
Coach	150	0615	Horsham	Ballarat
Coach	161	0950	Ballarat	Nhill
Coach	152	0530	Nhill	Ballarat
Coach	153	1005	Ballarat	Horsham
Coach	155	1925	Ballarat	Nhill
Coach	158	1520	Dimboola	Ballarat
Coach	110	0710	Hamilton	Ballarat
Coach	111	1005	Ballarat	Hamilton
Coach	113	1925	Ballarat	Hamilton
Coach	114	1420	Mt Gambier	Ballarat
Coach	280	0920	Casterton	Warrnambool
Coach	281	1215	Warrnambool	Casterton
Coach	120	0555	Ouyen	Ballarat
Coach	121	1415	Ballarat	Ouyen
Coach	60	0650	Donald	Ballarat
Coach	61	1415	Ballarat	Donald
Coach	70	1000	Ballarat	Bendigo
Coach	71	1215	Bendigo	Ballarat
Coach	230	0630	Ballarat	Geelong
Coach	231	0820	Geelong	Ballarat
Coach	234	1555	Ballarat	Geelong
Coach	235	1745	Geelong	Ballarat
Coach	100	1730	Ballarat	Melbourne
Coach	63	2145	Mildura	Melbourne
Coach	22	0905	Moama	Bendigo
Coach	23	1110	Bendigo	Moama

Train	Service	Scheduled Time of Departure	From	To
Train	8000	0520	Kyneton	Southern Cross
Train	8002	0520	Bendigo	Southern Cross
Train	8003	0615	Southern Cross	Bendigo
Train	8004	0605	Bendigo	Southern Cross
Train	8005	0633	Southern Cross	Sunbury
Train	8006	0705	Sunbury	Southern Cross
Train	8007	0710	Southern Cross	Bendigo
Train	8008	0720	Sunbury	Southern Cross
Train	8009	0734	Southern Cross	Sunbury
Train	8011	0754	Southern Cross	Sunbury
Train	8012	0742	Sunbury	Southern Cross
Train	8013	0810	Southern Cross	Swan Hill
Train	8014	0639	Bendigo	Southern Cross
Train	8015	0915	Southern Cross	Bendigo
Train	8016	0727	Kyneton	Southern Cross
Train	8017	1015	Southern Cross	Bendigo
Train	8018	0823	Sunbury	Southern Cross
Train	8019	1115	Southern Cross	Bendigo
Train	8020	0753	Bendigo	Southern Cross
Train	8021	1215	Southern Cross	Bendigo
Train	8022	0910	Sunbury	Southern Cross
Train	8023	1315	Southern Cross	Bendigo
Train	8025	1415	Southern Cross	EAG
Train	8026	0735	Swan Hill	Southern Cross
Train	8027	1515	Southern Cross	Bendigo
Train	8028	1030	Bendigo	Southern Cross
Train	8029	1550	Southern Cross	Sunbury
Train	8030	1130	Bendigo	Southern Cross
Train	8031	1615	Southern Cross	Bendigo
Train	8032	1230	Bendigo	Southern Cross
Train	8033	1633	Southern Cross	Sunbury
Train	8034	1330	Bendigo	Southern Cross
Train	8035	1653	Southern Cross	Bendigo
Train	8036	1430	Bendigo	Southern Cross
Train	8037	1700	Southern Cross	Bendigo
Train	8038	1605	Sunbury	Southern Cross
Train	8039	1717	Southern Cross	Sunbury
Train	8040	1635	Sunbury	Southern Cross
Train	8041	1737	Southern Cross	Swan Hill
Train	8042	1320	Swan Hill	Southern Cross
Train	8043	1745	Southern Cross	Kyneton
Train	8044	1620	EAG	Southern Cross

QUESTIONS ON NOTICE

Tuesday, 7 August 2007

ASSEMBLY

2707

Coach	81	0725	Melbourne	Moama
Coach	84	1730	Moama	Melbourne
Coach	90	0710	Barham	Melbourne
Coach	91	1620	Melbourne	Barham
Coach	20	0550	Moama	Murchison East
Coach	21	1055	Murchison East	Moama
Coach	26	1335	Moama	Murchison East
Coach	27	2010	Murchison East	Moama
Coach	326		Shepparton	Moama
Coach	323	1600	Melbourne	Moama
Coach	96	0725	Barmah	Melbourne
Coach	97	1636	Melbourne	Barmah
Coach	803	0720	Kerang	Albury
Coach	250	0730	Bendigo	Geelong
Coach	251	1235	Geelong	Bendigo
Coach	30	0805	Sea Lake	Bendigo
Coach	31	1440	Bendigo	Sea Lake
Coach	11	1055	Bendigo	Mildura
Coach	12	0840	Mildura	Bendigo
Coach	13	2200	Swan Hill	Mildura
Coach	16	0420	Mildura	Swan Hill
Coach	42	0800	Swan Hill	Bendigo
Coach	43	1440	Bendigo	Swan Hill
Coach	1	0935	Woodend	Daylesford
Coach	2	0745	Daylesford	Woodend
Coach	3	1750	Woodend	Daylesford
Coach	4	1620	Daylesford	Woodend
Coach	50	0600	Maryborough	Castlemaine
Coach	51	0745	Castlemaine	Maryborough
Coach	52	1030	Maryborough	Castlemaine
Coach	53	1145	Castlemaine	Maryborough
Coach	54	1605	Maryborough	Castlemaine
Coach	55	1920	Castlemaine	Maryborough
Coach	327	2035	Shepparton	Griffith
Coach	320	0330	Griffith	Shepparton
Coach	706	0425	Albury	Adelaide
Coach	705	0910	Adelaide	Albury
Coach	345	1350	Wangaratta	Bright
Coach	348	1115	Bright	Wangaratta
Coach	361	1546	Wangaratta	Corowa
Coach	362	0745	Corowa	Wangaratta
Coach	342	0700	Beechworth	Wangaratta
Coach	343	1035	Wangaratta	Beechworth
Coach	345	1500	Beechworth	Wangaratta

Train	8045	1817	Southern Cross	Bendigo
Train	8046	1820	Sunbury	Southern Cross
Train	8047	1835	Southern Cross	Sunbury
Train	8048	1720	Bendigo	Southern Cross
Train	8049	1915	Southern Cross	Bendigo
Train	8050	1935	Sunbury	Southern Cross
Train	8051	2015	Southern Cross	Bendigo
Train	8052	1900	Bendigo	Southern Cross
Train	8053	2115	Southern Cross	Bendigo
Train	8054	2040	Bendigo	Southern Cross
Train	8055	2215	Southern Cross	Bendigo
Train	8100	0515	Bacchus Marsh	Southern Cross
Train	8101	0625	Southern Cross	Ballarat
Train	8102	0543	Bacchus Marsh	Southern Cross
Train	8103	0713	Southern Cross	Bacchus Marsh
Train	8104	0530	Ballarat	Southern Cross
Train	8105	0805	Southern Cross	Ararat
Train	8106	0622	Bacchus Marsh	Southern Cross
Train	8108	0620	Ballarat	Southern Cross
Train	8109	0908	Southern Cross	Ballarat
Train	8110	0653	Bacchus Marsh	Southern Cross
Train	8111	1008	Southern Cross	Ballarat
Train	8112	0708	Bacchus Marsh	Southern Cross
Train	8113	1108	Southern Cross	Ballarat
Train	8114	0702	Ballarat	Southern Cross
Train	8115	1208	Southern Cross	Ararat
Train	8116	0745	Bacchus Marsh	Southern Cross
Train	8117	1308	Southern Cross	Ballarat
Train	8118	0746	Ballarat	Southern Cross
Train	8119	1408	Southern Cross	Ballarat
Train	8120	0820	Bacchus Marsh	Southern Cross
Train	8122	0715	Ararat	Southern Cross
Train	8123	1508	Southern Cross	Ballarat
Train	8124	0908	Bacchus Marsh	Southern Cross
Train	8125	1533	Southern Cross	Bacchus Marsh
Train	8126	0910	Ballarat	Southern Cross
Train	8127	1605	Southern Cross	Ballarat
Train	8129	1612	Southern Cross	Bacchus Marsh
Train	8130	1010	Ballarat	Southern Cross
Train	8131	1636	Southern Cross	Ballarat
Train	8132	1110	Ballarat	Southern Cross
Train	8133	1646	Southern Cross	Bacchus Marsh
Train	8134	1210	Ballarat	Southern Cross
Train	8135	1703	Southern Cross	Ballarat

QUESTIONS ON NOTICE

2708

ASSEMBLY

Tuesday, 7 August 2007

Coach	601	1530	Albury	Canberra
Coach	602	0720	Canberra	Albury
Coach		1800	Melbourne	Mansfield
Coach		0820	Mansfield	Melbourne
Coach		0715	Tocumwal	Melbourne
Coach		1400	Melbourne	Tocumwal
Coach	330	0615	Mulwala	Benalla
Coach	331	1010	Benalla	Mulwala
Coach	332	1545	Mulwala	Benalla
Coach	333	1935	Benalla	Mulwala
Coach	311	0830	Melbourne	Mansfield
Coach	312	1330	Mansfield	Melbourne
Coach	450	0635	Lang Lang	Dandenong
Coach	459	1815	Dandenong	Lang Lang
Coach	420	0600	Lakes Entrance	Bairnsdale
Coach	421	0955	Bairnsdale	Lakes Entrance
Coach	422	1110	Lakes Entrance	Sale
Coach	423	1049	Sale	Lakes Entrance
Coach	426	1820	Lakes Entrance	Bairnsdale
Coach	427	1615	Sale	Lakes Entrance
Coach	429	2110	Sale	Lakes Entrance
Coach	612	0505	Narooma	Batemans Bay
Coach	613	1051	Sale	Narooma
Coach	622	0850	Canberra	Bairnsdale
Coach	432		Bairnsdale	Lakes Entrance
Coach	440	0655	Sale	Traralgon
Coach	441	0615	Traralgon	Sale
Coach	442	1550	Sale	Traralgon
Coach	443	1005	Traralgon	Sale
Coach	444	1950	Sale	Traralgon
Coach	445	1825	Traralgon	Sale
Coach	451	0915	Melbourne	Leongatha
Coach	452	0615	Leongatha	Melbourne
Coach	453	1200	Melbourne	Leongatha
Coach	455	1555	Melbourne	Leongatha
Coach	456	0833	Leongatha	Melbourne
Coach	458	1245	Leongatha	Melbourne
Coach	460	1505	Leongatha	Melbourne
Coach	461	1810	Melbourne	Leongatha
Coach	457	1630	Melbourne	Yarram
Coach	454	0700	Yarram	Melbourne
Coach	470	0600	Cowes	Anderson
Coach	476	0850	Cowes	Melbourne
Coach	477	1550	Melbourne	Cowes

Train	8136	1215	Ararat	Southern Cross
Train	8137	1712	Southern Cross	Bacchus Marsh
Train	8138	1400	Ballarat	Southern Cross
Train	8139	1724	Southern Cross	Bacchus Marsh
Train	8141	1749	Southern Cross	Ararat
Train	8142	1500	Ballarat	Southern Cross
Train	8143	1752	Southern Cross	Bacchus Marsh
Train	8144	1600	Ballarat	Southern Cross
Train	8145	1807	Southern Cross	Bacchus Marsh
Train	8146	1700	Ararat	Southern Cross
Train	8147	1825	Southern Cross	Ballarat
Train	8149	1925	Southern Cross	Ballarat
Train	8150	1920	Ballarat	Southern Cross
Train	8151	2025	Southern Cross	Ballarat
Train	8152	2055	Ballarat	Southern Cross
Train	8153	2155	Southern Cross	Ballarat
Train	8200	0450	South Geelong	Southern Cross
Train	8201	0555	Southern Cross	South Geelong
Train	8202	0526	South Geelong	Southern Cross
Train	8203	0655	Southern Cross	South Geelong
Train	8204	0551	Marshall	Southern Cross
Train	8205	0747	Southern Cross	Marshall
Train	8206	0615	South Geelong	Southern Cross
Train	8207	0900	Southern Cross	South Geelong
Train	8208	0644	Geelong	Southern Cross
Train	8209	1000	Southern Cross	Marshall
Train	8210	0650	Marshall	Southern Cross
Train	8211	1100	Southern Cross	South Geelong
Train	8212	0658	Geelong	Southern Cross
Train	8213	1200	Southern Cross	South Geelong
Train	8214	0717	South Geelong	Southern Cross
Train	8215	1300	Southern Cross	South Geelong
Train	8216	0715	Marshall	Southern Cross
Train	8217	1400	Southern Cross	South Geelong
Train	8218	0751	South Geelong	Southern Cross
Train	8219	1500	Southern Cross	Marshall
Train	8220	0545	Warrnambool	Southern Cross
Train	8221	1528	Southern Cross	South Geelong
Train	8222	0823	Marshall	Southern Cross
Train	8223	1553	Southern Cross	Geelong
Train	8224	0850	South Geelong	Southern Cross
Train	8225	1613	Southern Cross	Marshall
Train	8226	0919	Marshall	Southern Cross
Train	8227	1640	Southern Cross	South Geelong

QUESTIONS ON NOTICE

Tuesday, 7 August 2007

ASSEMBLY

2709

Coach	472	0600	Inverloch	Dandenong
Coach	474	0715	Inverloch	Melbourne
Coach	475	1550	Melbourne	Inverloch
Coach	478	1225	Inverloch	Dandenong
Coach	479	1905	Dandenong	Inverloch

Train	8228	1025	South Geelong	Southern Cross
Train	8229	1655	Southern Cross	Marshall
Train	8230	1124	Marshall	Southern Cross
Train	8231	1713	Southern Cross	Geelong
Train	8232	1228	South Geelong	Southern Cross
Train	8233	1729	Southern Cross	Marshall
Train	8234	1346	South Geelong	Southern Cross
Train	8235	1736	Southern Cross	South Geelong
Train	8236	1428	South Geelong	Southern Cross
Train	8237	1747	Southern Cross	Marshall
Train	8238	1530	South Geelong	Southern Cross
Train	8239	1809	Southern Cross	Geelong
Train	8240	1620	South Geelong	Southern Cross
Train	8241	1828	Southern Cross	Warrnambool
Train	8242	1649	Marshall	Southern Cross
Train	8243	1856	Southern Cross	Marshall
Train	8244	1725	South Geelong	Southern Cross
Train	8245	1936	Southern Cross	South Geelong
Train	8247	2005	Southern Cross	Marshall
Train	8248	1824	South Geelong	Southern Cross
Train	8249	2105	Southern Cross	South Geelong
Train	8250	1924	South Geelong	Southern Cross
Train	8251	2205	Southern Cross	Marshall
Train	8252	2018	South Geelong	Southern Cross
Train	8253	2305	Southern Cross	South Geelong
Train	8254	2115	South Geelong	Southern Cross
Train	8255	0005	Southern Cross	Marshall
Train	8256	2215	South Geelong	Southern Cross
Train	8300	0530	Seymour	Southern Cross
Train	8301	0615	Southern Cross	Seymour
Train	8302	0600	Seymour	Southern Cross
Train	8303	0715	Southern Cross	Seymour
Train	8304	0621	Seymour	Southern Cross
Train	8305	0813	Southern Cross	Albury
Train	8306	0701	Seymour	Southern Cross
Train	8307	0910	Southern Cross	Seymour
Train	8308	0710	Shepparton	Southern Cross
Train	8309	0950	Southern Cross	Shepparton
Train	8310	0620	Albury	Southern Cross
Train	8311	1030	Southern Cross	Seymour
Train	8312	0910	Seymour	Southern Cross
Train	8313	1130	Southern Cross	Seymour
Train	8314	1010	Seymour	Southern Cross
Train	8315	1210	Southern Cross	Albury
Train	8316	1110	Seymour	Southern Cross
Train	8317	1230	Southern Cross	Seymour
Train	8318	1210	Seymour	Southern Cross
Train	8319	1310	Southern Cross	Shepparton
Train	8320	1310	Seymour	Southern Cross
Train	8321	1430	Southern Cross	Seymour

QUESTIONS ON NOTICE

2710

ASSEMBLY

Tuesday, 7 August 2007

Train	8322	1310	Shepparton	Southern Cross
Train	8323	1530	Southern Cross	Seymour
Train	8324	1225	Albury	Southern Cross
Train	8325	1632	Southern Cross	Seymour
Train	8326	1515	Seymour	Southern Cross
Train	8327	1710	Southern Cross	Albury
Train	8328	1615	Seymour	Southern Cross
Train	8329	1732	Southern Cross	Seymour
Train	8330	1615	Shepparton	Southern Cross
Train	8331	1815	Southern Cross	Shepparton
Train	8332	1810	Seymour	Southern Cross
Train	8333	1833	Southern Cross	Seymour
Train	8334	1915	Seymour	Southern Cross
Train	8335	1930	Southern Cross	Seymour
Train	8336	1740	Albury	Southern Cross
Train	8337	2130	Southern Cross	Seymour
Train	8338	2115	Seymour	Southern Cross
Train	8400	0450	Traralgon	Southern Cross
Train	8401	0645	Southern Cross	Traralgon
Train	8402	0538	Traralgon	Southern Cross
Train	8403	0745	Southern Cross	Bairnsdale
Train	8404	0600	Traralgon	Southern Cross
Train	8405	0830	Southern Cross	Traralgon
Train	8406	0640	Traralgon	Southern Cross
Train	8407	0925	Southern Cross	Traralgon
Train	8408	0715	Traralgon	Southern Cross
Train	8409	1025	Southern Cross	Traralgon
Train	8410	0625	Bairnsdale	Southern Cross
Train	8411	1125	Southern Cross	Traralgon
Train	8412	0815	Traralgon	Southern Cross
Train	8413	1225	Southern Cross	Bairnsdale
Train	8414	0910	Traralgon	Southern Cross
Train	8415	1325	Southern Cross	Traralgon
Train	8416	1015	Traralgon	Southern Cross
Train	8417	1425	Southern Cross	Traralgon
Train	8418	1115	Traralgon	Southern Cross
Train	8419	1520	Southern Cross	Traralgon
Train	8420	1215	Traralgon	Southern Cross
Train	8421	1610	Southern Cross	Traralgon
Train	8422	1315	Traralgon	Southern Cross
Train	8423	1647	Southern Cross	Traralgon
Train	8424	1245	Bairnsdale	Southern Cross
Train	8425	1735	Southern Cross	Traralgon
Train	8426	1515	Traralgon	Southern Cross
Train	8427	1825	Southern Cross	Bairnsdale
Train	8428	1605	Traralgon	Southern Cross
Train	8429	1928	Southern Cross	Traralgon
Train	8431	2030	Southern Cross	Traralgon
Train	8432	1630	Bairnsdale	Southern Cross
Train	8433	2130	Southern Cross	Traralgon
Train	8434	1855	Traralgon	Southern Cross

Public transport: V/Line railway station services

103. Mr MULDER to ask the Minister for Public Transport — between January 2006 and March 2007 on what date and at which V/Line railway stations has —

- (1) 24-hour access to public telephones been —
 - (a) provided;
 - (b) totally removed;
 - (c) partially removed.
- (2) Business hours access to public telephones been —
 - (a) provided;
 - (b) totally removed;
 - (c) partially removed.
- (3) 24-hour access to public toilets been —
 - (a) provided;
 - (b) totally removed;
 - (c) partially removed.
- (4) Business hours access to public toilets been —
 - (a) provided;
 - (b) totally removed;
 - (c) partially removed.
- (5) The ability to purchase tickets in person through a booking office been —
 - (a) provided;
 - (b) totally removed;
 - (c) partially removed.

ANSWER:

As at the date the question was raised, the answer is:

(1&2) Telstra operate the public phone network. As such, it is appropriate to seek this information directly from them.

(3) 24 hour access to public toilets have been provided at the following stations:

- Albury
- Southern Cross Station — Coach
- Trafalgar

(4) Business hours access to public toilets have been provided at the following stations:

- | | |
|-----------------|------------------|
| – Ararat | – Melton |
| – Bacchus Marsh | – Moe |
| – Bairnsdale | – Morwell |
| – Ballan | – North Geelong |
| – Ballarat | – Riddells Creek |
| – Benalla | – Rochester |
| – Bendigo | – Sale |

- | | |
|----------------|------------------|
| – Birregurra | – Seymour |
| – Broadford | – Shepparton |
| – Camperdown | – South Geelong |
| – Castlemaine | – Southern Cross |
| – Colac | – Sunbury |
| – Craigieburn | – Swan Hill |
| – Diggers Rest | – Tallarook |
| – Donnybrook | – Terang |
| – Drouin | – Traralgon |
| – Echuca | – Violet Town |
| – Euroa | – Wallan |
| – Geelong | – Wangaratta |
| – Gisborne | – Warragul |
| – Kerang | – Warrnambool |
| – Kilmore East | – Winchelsea |
| – Kyneton | – Wodonga |
| – Lara | – Woodend |
| – Marshall | |

(5) Tickets can be purchased through a person at a booking office at the following stations:

- | | |
|------------------|------------------------|
| – Albury | – Melton |
| – Ararat | – Moe |
| – Bacchus Marsh | – Morwell |
| – Bairnsdale | – North Geelong |
| – Ballan (agent) | – Riddells Creek |
| – Ballarat | – Rochester |
| – Benalla | – Sale |
| – Bendigo | – Seymour |
| – Broadford | – Shepparton |
| – Camperdown | – South Geelong |
| – Castlemaine | – Southern Cross |
| – Clarkefield | – Southern Cross–Coach |
| – Colac | – Sunbury |
| – Craigieburn | – Swan Hill |
| – Diggers Rest | – Traralgon |
| – Drouin | – Wallan |
| – Echuca | – Wangaratta |
| – Geelong | – Warragul |
| – Gisborne | – Warrnambool |
| – Kilmore East | – Winchelsea |
| – Kyneton | – Wodonga |
| – Lara | – Woodend |

Details on when these facilities were installed, removed or partially removed (Q3, Q4 & Q5), will require a detailed audit (day by day) of V/Line records over the 15 months specified. It is considered that the time required to undertake the audit, to provide the additional information sought, would be an unreasonable diversion of resources.

Public transport: regional fast rail safety fences

104. **Mr MULDER** to ask the Minister for Public Transport with reference to safety fence installation along the Melbourne to Geelong, Ballarat, Bendigo and Latrobe Valley train lines since tenders were called for the Regional Fast Rail Projects —

- (1) Between or at what stations has safety fencing been installed on each of the lines.
- (2) For each fence installation —
 - (a) what is the location in 1/100ths of a kilometre where or between which fencing has been installed;
 - (b) what is the nearest V/Line or Connex station;
 - (c) has the fencing been installed on both sides of the track.
- (3) To the nearest hundredth of a kilometre, what sections were already protected by safety fencing between Southern Cross station and —
 - (a) Geelong;
 - (b) Ballarat;
 - (c) Bendigo;
 - (d) Latrobe Valley.
- (4) For each line, what —
 - (a) has been the cost of any new fencing installed;
 - (b) type of fencing was used at each location and what specifications were applied;
 - (c) was the basis for the safety fencing specified at each location;
 - (d) are the names of the individual contractors or other parties that carried out each new installation of safety fencing.

ANSWER:

As at the date the question was raised, the answer is:

To provide responses to each specific question would be very time-consuming and the resources and cost associated with providing the response cannot be justified.

Public transport: V/Line flagship express trains

105. **Mr MULDER** to ask the Minister for Public Transport with reference to the introduction of the 'flagship' express services typically once a day in each direction, being the 07:46 up Ballarat, 16:36 down Ballarat, 06:05 up Bendigo, 16:53 down Bendigo, 07:17 up South Geelong, 17:29 down Marshall, 05:38 up Traralgon and 16:47 down Traralgon —

- (1) Since the introduction of the services on the Geelong, Ballarat, Bendigo and Latrobe Valley lines, how many times prior to the 4 March 2007 timetable changes has each service operated.
- (2) On how many occasions was each service arriving at its terminus, according to the timetable on the relevant date —
 - (a) between one second and five minutes 59 seconds late;
 - (b) between six minutes and 10 minutes 59 seconds late;

- (c) between 11 minutes and 19 minutes 59 seconds late;
 - (d) 20 minutes or more late.
- (3) By date, what reasons were officially recorded for each time one of the trains was six minutes or more late and how many minutes was each separate cause of delay accorded.

ANSWER:

As at the date the question was raised, the answer is:

- (1) Number of 'flagship services' operated:

Service	Date of introduction of 'flagship' service	Total operated between date of introduction and 3 March 2007
07:46 Up Ballarat	4 September 2006	125
16:36 Down Ballarat	4 September 2006	120
06:05 Up Bendigo	4 September 2006	124
16:53 Down Bendigo	4 September 2006	123
07:17 Up Geelong	4 September 2006	125
17:29 Down Marshall	4 September 2006	125
05:38 Up Traralgon	16 October 2006	95
16:47 Down Traralgon	16 October 2006	93
Total		930

- (2) Arrival Time Performance:

Service	Number of 'flagship' services arriving at terminus between:			
	one second and five minutes 59 seconds late	six minutes and 10 minutes 59 seconds late	11 minutes and 19 minutes 59 seconds late	20 minutes or more late
07:46 Up Ballarat	17	3	1	0
16:36 Down Ballarat	24	7	2	3
06:05 Up Bendigo	33	1	4	0
16:53 Down Bendigo	59	25	16	14
07:17 Up Geelong	61	38	16	2
17:29 Down Marshall	57	14	8	6
05:38 Up Traralgon	15	12	3	2
16:47 Down Traralgon	33	9	6	9
Total	299	109	56	36

- (3) The Department does not record multiple reasons that may contribute to the delay that is experienced on a particular day; nor does it attribute a proportion of an overall delay to individual causes where multiple factors impact on a specific service.

Public transport: V/Line replacement services

106. **Mr MULDER** to ask the Minister for Public Transport with reference to rail and coach services that were replaced or augmented by taxis between 1 January 2006 and 31 January 2007 —

- (1) By line or coach route, on what date were taxis used to convey V/Line passengers.
- (2) Between what stations or locations were passengers conveyed by taxi.
- (3) What was the scheduled time of departure, date and departure location for each rail or coach service.
- (4) Was each service replaced or augmented due to —
 - (a) locomotive breakdown;
 - (b) ‘VLocity’ railcar breakdown;
 - (c) ‘Sprinter’ railcar breakdown;
 - (d) locomotive-hauled carriage breakdown, such as an air-conditioning fault;
 - (e) accidents;
 - (f) signalling faults;
 - (g) unscheduled track repairs;
 - (h) breakdown of a Connex train;
 - (i) breakdown of a Pacific National train;
 - (j) overbooking of a booked seat V/Line service;
 - (k) excess number of passengers arriving to travel on an unbooked rail or coach service;
 - (l) other unavailability of locomotives, ‘VLocities’, ‘Sprinters’, or locomotive-hauled carriages;
 - (m) coach breakdown;
 - (n) coach unavailability.

ANSWER:

As at the date the question was raised, the answer is:

The information recorded by V/Line is not sufficient to answer the questions relating to their use of taxis to replace or augment rail and coach services.

The time and resources necessary to obtain and process this request cannot be justified.

V/Line uses taxis for a range of business needs including driver relocation, and for transporting passengers in wheelchairs when a V/Line service is not wheelchair accessible. In the case of cancelled, disrupted or delayed services, taxis are not generally used due to the number of passengers involved. Under normal circumstances, coaches are provided as alternative transport for customers to complete their journey.

Taxis may be used to transport a small number of passengers over a sector of a disrupted journey where a coach is either unavailable or would be uneconomical. There may be other isolated occasions when taxis may be used by V/Line to assist customers who are ‘stranded’ due to misinformation. This is rare and done on a case by case basis.

Police and emergency services: Bayside/Kingston/Port Phillip sexual assaults

108. **Mr THOMPSON** (*Sandringham*) to ask the Minister for Police and Emergency Services with reference to sexual assaults of children in the City of Bayside, City of Kingston and City of Port Phillip —

- (1) How many children under the age of 10 have been sexually assaulted by strangers in public places in each of these local government areas —

- (a) in the last five years;
 - (b) in the last 12 months.
- (2) How many cases of children under the age of 10 being assaulted by strangers in public places in each of these local government areas have been solved, where the crime was committed —
 - (a) in the last five years;
 - (b) in the last 12 months.
 - (3) How many known convicted child molesters/paedophiles are the police currently monitoring in each of these local government areas.
 - (4) What is the current level of risk to families of a repeat incident.

ANSWER:

I am advised that:

The *Sex Offender Registration Act 2004* (the Act) aims to provide a deterrent to reoffending by assisting in monitoring the location of serious sex offenders.

It also aims to assist Victoria Police and police from other jurisdictions in monitoring high-risk offenders.

Information on the Sex Offenders Register is used for law enforcement functions and activities and is not published by Victoria Police.

The Act provides for significant penalties in relation to the misuse of information on the register.

Water, environment and climate change: Erica fuel reduction burning

113. **Mr BLACKWOOD** to ask the Minister for Water, Environment and Climate Change with reference to the town of Erica, which has been threatened by bushfires over the last two summers, and in particular the two areas to the west and north of Erica which were not burnt during those two summers — given the continuing dry conditions, the existence of a firebug and the increased prospect of Erica surviving a wildfire if a fuel reduction burn was conducted, why is the Department of Sustainability and Environment refusing requests from local residents to conduct fuel reduction burning in these two areas as soon as possible, preferably this autumn or winter.

ANSWER:

I am informed that:

- Two burns adjacent to the Erica Township were programmed for burning by the Department of Sustainability and Environment in Autumn 2007. The burns were 264 hectares and 160 hectares in size.
- On the basis of burning priorities in East Gippsland, and the fact that recent fire activity in the Erica area had already been quite significant in 2006 and 2007 (Moondarra and Great Divide Fires), the local community was advised that the burns would probably not be treated this year.
- As a result of the East Gippsland program being well advanced, and after community representations to Bruce Esplin and the local Fire Management Officer, the Department was able to reorganise its schedule to burn the majority of the first area on Monday, 14 May.
- It is intended to place the completion of this larger burn and the ignition of the second burn as a high priority over the next 6–12 months.

The local community is fully aware of these intentions.

Public transport: public transport infringement notices

117. Mr MULDER to ask the Minister for Public Transport with reference to administration fees for issuing infringement notices —

- (1) How much is received as an administration fee for the issuing of each infringement notice by —
 - (a) Connex;
 - (b) Yarra Trams;
 - (c) metropolitan bus operators;
 - (d) V/Line.
- (2) Can the Minister provide a scale of the increments of the administration fees and the dates on which they were approved.
- (3) How much has been paid to each of Victoria's government or private train, tram or bus operators in infringement administration fees in —
 - (a) 2004–05;
 - (b) 2005–06;
 - (c) 1 July 2006 to 30 April 2007.
- (4) How many complaints were received by the Department of Infrastructure regarding the issuing of infringement notices for each Victorian government or private train, tram or bus operator in —
 - (a) 2004–05;
 - (b) 2005–06;
 - (c) 1 July 2006 to 30 April 2007.

ANSWER:

As at the date the question was raised, the answer is:

- (1) Yarra Trams and Connex are paid \$30 towards administration costs for each fine successfully collected. The administration payment is not based on fines issued. No other operators receive any payments relating to fines.
- (2) The initial administration payment was \$20 per penalty paid and was increased to \$30 on 1 December 2005.
- (3) Payments to Connex and Yarra Trams are as follows:

(a) 2004–2005;	Connex	\$563,380
	Yarra	\$590,300
(b) 2005–2006;	Connex	\$688,320
	Yarra	\$930,740
(c) 1 July 2006 to 30 April 2007;	Connex	\$457,650
	Yarra	\$774,060
- (4) Complaints received by the Department of Infrastructure regarding the issuing of infringement notices is as follows:

(a) 2004–2005;	18
(b) 2005–2006;	27
(c) 1 July 2006 to 30 April 2007;	69

Further breakdown into individual companies is not available.

Public transport: stolen train master keys

119. Mr MULDER to ask the Minister for Public Transport with reference to train master keys at each of Connex Melbourne and V/Line —

- (1) How many sets of keys were reported lost or stolen in —
 - (a) 2003–04;
 - (b) 2004–05;
 - (c) 2005–06;
 - (d) 1 July 2006 to 30 April 2007.
- (2) How many sets of keys reported lost or stolen were recovered in —
 - (a) 2003–04;
 - (b) 2004–05;
 - (c) 2005–06;
 - (d) 1 July 2006 to 30 April 2007.

ANSWER:

As at the date the question was raised, the answer is:

(1) & (2)

Connex train master control keys:

Connex is unable to provide the necessary information to answer this question.

V/Line train master control keys:

Key sets reported lost or stolen in —

- (a) 2003–04; 1
- (b) 2004–05; 1
- (c) 2005–06; 7
- (d) 1/7/06 to 30/4/07. 4

Key sets reported lost or stolen recovered in —

- (a) 2003–04; 0
- (b) 2004–05; 1
- (c) 2005–06; 1
- (d) 1/7/06 to 30/4/07 0

Public transport: public transport service complaints

123. Mr MULDER to ask the Minister for Public Transport with reference to complaints from users of Connex metropolitan trains, Yarra Trams, Ventura/National Bus Company or its subsidiaries, Grenda Corporation or its subsidiaries, Kefford Corporation or its subsidiaries, Dysons Bus metropolitan bus routes, Geelong Transit System provincial bus routes, Ballarat provincial bus routes, Bendigo Bus provincial bus routes and Latrobe Valley provincial bus routes including town services in Moe, Morwell and Traralgon —

- (1) How many complaints made by users of each service were received by the Minister’s office via email for —
 - (a) December 2006;
 - (b) January 2007;
 - (c) February 2007;

- (d) March 2007;
 - (e) April 2007.
- (2) How many complaints made by users of each service were received by the Minister's office via letter for —
- (a) December 2006;
 - (b) January 2007;
 - (c) February 2007;
 - (d) March 2007;
 - (e) April 2007.
- (3) How many complaints made by users of each service were received by the Minister's office via telephone for —
- (a) December 2006;
 - (b) January 2007;
 - (c) February 2007;
 - (d) March 2007;
 - (e) April 2007.
- (4) How many complaints made by users of each service were received by the Minister's office via fax for —
- (a) December 2006;
 - (b) January 2007;
 - (c) February 2007;
 - (d) March 2007;
 - (e) April 2007.
- (5) How many complaints made by users of each service received by each of email, letter, telephone and fax in each of December 2006, January 2007, February 2007, March 2007 and April 2007 were about —
- (a) late services;
 - (b) cancelled services;
 - (c) fares and ticketing;
 - (d) customer service;
 - (e) frequency of service;
 - (f) span of hours and days of service;
 - (g) other reasons.
- (6) On a month by month basis between December 2006 and April 2007, how many complaints made by users by each of email, letter, telephone and fax —
- (a) were answered within seven days;
 - (b) were answered within 14 days;
 - (c) were answered within 21 days;
 - (d) were answered within 30 days;
 - (e) were answered within 60 days;
 - (f) were answered within 90 days;
 - (g) are still outstanding.

ANSWER:

As at the date the question was raised, the answer is:

(1–4) The following table shows the items of Ministerial correspondence received by the Office of the Minister for Public Transport (Minister’s office) between December 2006 and April 2007, as recorded in the Department of Infrastructure’s correspondence database:

Month	Number of items
December 2006	127
January 2007	186
February 2007	255
March 2007	305
April 2007	213
Total	1086

Correspondence items are not categorised by format (email, letter, telephone or fax) or by complaint.

The nature and number of telephone calls received by the Minister’s office are not recorded.

(5) Of the 1086 items of correspondence received, 342 items were categorised under ‘Service Delivery’, which includes items relating to Availability/Adequacy, Service Cancellations, Compensation/Refunds, Late Running and Special Events.

The remaining 744 correspondence items were recorded under a number of other categories.

(6) Items of correspondence and telephone calls are responded to as soon as practicable. Once an item of correspondence has been responded to, it is then recorded as being completed in the correspondence archive database. The archive database does not report on the number of days in which completed items were answered. To review each of the 1086 items to ascertain the time it took to prepare a response would be highly resource intensive.

Public transport: VicTrack properties

134. Mr THOMPSON (*Sandringham*) to ask the Minister for Public Transport with reference to properties owned or managed by VicTrack or any predecessor public entity —

- (1) How many properties are currently owned or managed by VicTrack.
- (2) How many properties currently owned or managed by VicTrack are vacant.

ANSWER:

As at the date the question was raised, the answer is:

- (1) VicTrack informs me that they own 15,925 properties.
- (2) As the nature of the properties differ, it is not possible to answer the question.

Roads and ports: demerit points database

136. Mr MULDER to ask the Minister for Roads and Ports with reference to inappropriate access to the demerit points database in each of 2004–05, 2005–06 and 1 July 2006 to 30 April 2007 —

- (1) How many cases of inappropriate access to the database were reported to VicRoads.

- (2) On what dates did any inappropriate access to the database take place.
- (3) What action was taken as a result of any reports of inappropriate access to the database.

ANSWER:

As at the date the question was raised, the answer is:

VicRoads has identified three cases of inappropriate access in the period 1 July 2004 to 30 April 2007.

In 2005, an investigation by VicRoads identified two breaches by two VicRoads officers. The two officers resigned on 29 July 2005.

The third incident was reported to VicRoads in March 2006. The case involved former casual VicRoads employee. The matter was referred to the Victoria Police and the person was prosecuted last year.

Public transport: Metrol train control centre

142. Mr MULDER to ask the Minister for Public Transport with reference to each of Connex's 15 electrified lines within the area controlled by Metrol —

- (1) On a line by line basis how many signal failures occurred in each of November 2006, December 2006, January 2007, February 2007, March 2007 and April 2007, and for each occurrence what was the —
 - (a) date;
 - (b) time;
 - (c) cause of the failure;
 - (d) location to the nearest tenth of a kilometre;
 - (e) stations between which the failure occurred;
 - (f) number of trains delayed;
 - (g) cumulative minutes of delay.
- (2) On a line by line basis how many points failures occurred in each of November 2006, December 2006, January 2007, February 2007, March 2007 and April 2007, and for each occurrence what was the —
 - (a) date;
 - (b) time;
 - (c) cause of the failure;
 - (d) location to the nearest tenth of a kilometre;
 - (e) stations between which the failure occurred;
 - (f) number of trains delayed;
 - (g) cumulative minutes of delay.
- (3) Will Metrol's replacement train control centre and all associated software and hardware be fully operational by late 2010.

ANSWER:

As at the date the question was raised, the answer is:

- (1) See below.

Month	Signal Failures	Caused No Delay	Caused Delay
November	64	53	11
December	53	43	10
January	75	62	13
February	52	43	9
March	45	37	8
April	56	47	9

(2) See below.

Month	Points Failures	Caused No Delay	Caused Delay
November	21	15	6
December	32	26	6
January	16	13	3
February	34	24	10
March	26	21	5
April	14	11	3

(3) It is planned to have the new control and monitoring system commissioned by late 2010.

Corrections: prison swimming pools

148. Mr THOMPSON (*Sandringham*) to ask the Minister for Corrections with reference to swimming pools at each of Ararat Prison, Barwon Prison, Beechworth Correctional Centre, Dame Phyllis Frost Centre, Dhurringile Prison, Langi Kal Kal Prison, Loddon Prison, Marnogoneet Correctional Centre, Melbourne Assessment Prison, Metropolitan Remand Centre, Port Phillip Prison and Tarrengower Prison —

- (1) How many swimming pools are available for use by prisoners.
- (2) What is the length of each swimming pool.
- (3) What is the litre capacity of each swimming pool.

ANSWER:

I am advised that:

Swimming pools of various lengths and capacities exist at Victorian prisons, and are identified in fire management plans as alternative water supplies for fire fighting authorities to access in the event of fire emergencies.

Police and emergency services: Landmark Education Corporation

154. Mr THOMPSON (*Sandringham*) to ask the Minister for Police and Emergency Services —

- (1) How many police officers have attended courses conducted by the Landmark Education Corporation.
- (2) Have any Victorian taxpayer funds been paid to Landmark Education Corporation for courses attended by police officers.

ANSWER:

I am advised that:

Victoria Police has advised that 30 accounts have been settled with Landmark Education between July 2001 and July 2006. These accounts indicate that approximately 37 people have attended courses offered by the organisation.

Victoria Police Financial Services Division records show that \$16,602.58 has been paid to Landmark Education between the above dates for the attendance of both Victoria Police Officers and public sector staff for these courses.

This education provider was either chosen by individuals who were later reimbursed by Victoria Police or alternatively, a Branch Manager was made aware of the courses available through Landmark Education and authorised attendance of staff as a development opportunity.

I am advised that decisions on the appropriateness of staff attending courses by Landmark Education are made by individual managers who remain best placed to assess the development needs of their staff.

Education: *Outside the Law*

156. Mr THOMPSON (*Sandringham*) to ask the Minister for Skills, Education Services and Employment for the Minister for Education with reference to the 2006 edition of *Outside the Law*, a collection of true crime stories written by journalists and authors —

- (1) What action has the Minister taken to ascertain the number of copies in secondary school libraries.
- (2) How many copies of the 2006 edition are currently in secondary school libraries.
- (3) How many copies of earlier editions are in secondary school libraries.

ANSWER:

I am informed as follows:

Officers from the Department of Education have sought information about the number of copies of *Outside the Law* in secondary school libraries from the Public and Educational Lending Rights schemes (PLR and ELR) and the Schools Catalogue Information Service (SCIS).

The authors of *Outside the Law* have not applied to be part of either the PLR or ELR schemes.

Information about holdings in school libraries can only be extracted from SCIS where the author of a title has applied to be part of the Educational Lending Rights (ELR) scheme.

It is therefore not possible to ascertain the number of copies of either the 2002 or the 2006 edition currently held in Victorian government secondary school libraries.

Public transport: Kingston rail corridors

157. Mr THOMPSON (*Sandringham*) to ask the Minister for Public Transport —

- (1) What measures have been adopted to develop a collaborative approach and an appropriately funded partnership to manage and improve the visual presentation of all rail corridors within the City of Kingston.
- (2) What measures have been taken to adequately and appropriately maintain remnant vegetation within rail corridors in the City of Kingston.

ANSWER:

As at the date the question was raised, the answer is:

1. In addition to the rigorous provisions set out in the Partnership Agreements for maintaining the cleanliness of infrastructure and leased land, the Government has recently provided grant funding for graffiti removal and beautification projects to a number of councils. In September 2006, the City of Kingston was awarded a \$25,000 anti graffiti grant for projects including:
 - **Community Mural:** Working in conjunction with local artists and community groups, including “Friends of Mentone Station”, a community mural is being developed to beautify and reduce the incidence of graffiti at the Balcombe Road Rail Crossing in Mentone; and
 - **Railway/Public Interface Clean Ups:** 18 locations where graffiti associated with the railway corridor was highly visible, either from the road or from pedestrian pathways, have been cleaned. The initial clean up program commenced in mid-October 2006 and was largely completed by the end of November 2006. Almost 1800 square metres of graffiti was painted over. Some ongoing maintenance work continues.

Funding has also been provided to Keep Australia Beautiful Victoria for the development of a community mural in conjunction with local artists, surrounding schools and “Mordialloc Stationers” community group at the Mordialloc Railway underpass.

2. Connex is required to submit a System Upkeep Plan to the Department of Infrastructure (DOI) that details processes for managing graffiti, vegetation and litter to ensure the required minimum standards are met or exceeded.

Under this plan, Connex is required to undertake periodical inspections and to maintain the leased land to an appropriate standard.

In addition, the Department of Infrastructure is currently in discussions with the City of Kingston and other local councils to investigate opportunities to utilise council contractors who currently deal with vegetation issues on council land adjacent to rail land.

Water, environment and climate change: climate change

159. Mr THOMPSON (*Sandringham*) to ask the Minister for Water, Environment and Climate Change with reference to the threat posed by climate change to the foreshore and low-lying housing subdivisions around Port Phillip Bay —

- (1) Will the Government review planning schemes in response to the impact of rising sea levels.
- (2) Will the Government afford local government legal protection from the localised consequences of rising sea levels due to global warming.

ANSWER:

I am informed that:

1. The Victorian Coastal Strategy and State Planning Policy Framework already encourage a precautionary approach with regard to planning decisions at the coast. However, the Government recognises the need for a better understanding of the risks from rising sea levels and increased storm surges. For this reason the Government is carrying out new studies to assess the vulnerability of Victoria’s coast to climate change and to develop responses such as reviewing planning schemes. Once these assessments are complete it will be the responsibility of both state and local government to review planning schemes in the light of new information.
2. The question of who provides legal protection for the impacts of climate change is a complex one which will need to be resolved. However, all decision-makers including local government share a responsibility to prepare for climate change, and the Government does not consider it feasible to protect individual municipalities from the legal consequences of their decisions.

Public transport: Metrol upgrade works

160. Mr MULDER to ask the Minister for Public Transport with reference to current upgrade works to railway track —

- (1) What sections of track leased to each of Connex and V/Line will be controlled by Metrol once the current upgrade works are completed.
- (2) Will Metrol's boundaries extend beyond Clifton Hill, North Melbourne, Caulfield and Burnley once the current upgrade works are completed; if so, to where.
- (3) What sections of metropolitan rail track are not included in the upgrade.
- (4) On what dates will each section of track not included in the upgrade become part of the Metrol train control area.

ANSWER:

As at the date the question was raised, the answer is:

- (1) All sections of metropolitan track between South Kensington, Clifton Hill, Burnley and Caulfield, through to Flinders Street.
- (2) No, but provision for any future expansion will be provided for in the new system.
- (3) All metropolitan rail lines which are outside the boundary defined in the answer to question 1.
- (4) To be determined following the completion of the Metrol System Gaps project that was announced in *Meeting Our Transport Challenges*.

Water, environment and climate change: noxious weeds

161. Mr BURGESS to ask the Minister for Water, Environment and Climate Change with reference to managing and eliminating noxious weeds in Victoria — how much has the Department of Sustainability and Environment spent on the management and eradication of noxious weeds in the Hastings electorate in —

- (1) 2004–05.
- (2) 2005–06.
- (3) 2006–07 year to date.

ANSWER:

I am informed that:

The Bracks Government has increased funding to control weeds and pests in Victoria to over \$51 million. These increased funds are supporting programs to control pest plant and animals on both public and private land.

Parks Victoria and the Department of Sustainability and Environment control noxious weeds on the land they manage through programs such as Good Neighbour.

The allocation of resources to weed control in an area depends on the priority of the weeds found there. Priority species for the Western Port area include Cape Tulip, Blackberry, Boxthorn, Gorse and Boneseed. In total, approximately \$120,000 in 2004/05, \$150,000 in 2005/06 and \$163,000 in 2006/07 was spent by the Government on weed control in the this area. This includes works undertaken by Parks Victoria on non-declared weeds that are posing a significant risk to the natural environment. These figures also include a \$12,000 grant to the Mornington Peninsula Shire in 2006/07 under the Tackling Weeds on Private Land Initiative.

Additionally grants from the Catchment Management Authority have been provided to Foreshore Committees and Friends Groups to undertake weed control.

Public transport: Kingston VicTrack leases

162. Mr THOMPSON (*Sandringham*) to ask the Minister for Public Transport —

- (1) How many car parks on VicTrack land are leased to the City of Kingston for car parking.
- (2) What is the current rental being paid for all car parks in the City of Kingston.
- (3) What is the proposed rental increase for all car parks in the City of Kingston.

ANSWER:

As at the date the question was raised, the answer is:

(1) 4.

(2&3) As one of the four car parks on VicTrack land is leased by Connex to the City of Kingston, I am unable to answer questions relating to all car parks in the City of Kingston.

Skills, education services and employment: Bendigo gaol complex handover

167. Mr DIXON to ask the Minister for Skills, Education Services and Employment with reference to the handover of the Bendigo gaol complex to Bendigo Senior Secondary College —

- (1) When was the decision made to handover the gaol.
- (2) Who was consulted about the handover decision.
- (3) What costs are involved.
- (4) Will other community groups be allowed to share the facility with Bendigo Senior Secondary College.

ANSWER:

I am informed as follows:

This matter does not fall within my portfolio of responsibilities.

Skills, education services and employment: Bendigo education plan

168. Mr DIXON to ask the Minister for Skills, Education Services and Employment — were the infrastructure needs of Bendigo Senior Secondary College considered as part of the Bendigo Education Plan.

ANSWER:

I am informed as follows:

This matter does not fall within my portfolio of responsibilities.

Gaming: gambling research

169. Mr THOMPSON (*Sandringham*) to ask the Minister for Gaming with reference to an election commitment by the Government to fund grants for gambling research —

- (1) How much money was promised in —
 - (a) 2003–04;
 - (b) 2004–05;
 - (c) 2005–06;
 - (d) 2006–07 to date.

- (2) How much money was granted in —
 - (a) 2003–04;
 - (b) 2004–05;
 - (c) 2005–06;
 - (d) 2006–07 to date.

ANSWER:

I am advised that:

The first research grants for gambling research were awarded in 2006/07 and they amount to approximately \$880,000 for eight projects which have a period of six months to three years.

Research in previous years was all on a commissioned basis and was not in the form of grants. The Government in *Taking action on problem gambling* has promised \$3 million for independent research from 2006/07 to 2010/11 which will be conducted through a grants process. A further \$4.1 million for the 2006/07 to 2010/11 period has been invested by this Government to conduct other research on emerging and strategic issues and a longitudinal study. These will all be commissioned research mostly through a public tender process. Over \$1.1 million of the \$4.1 million is provided for continued support for the national research body (Gambling Research Australia) research program.

Premier: Garnaut climate change review

- 170(a).** Ms ASHER to ask the Premier what is the budget allocated for the secretariat support provided by the Government to the Federal Labor Party's Garnaut Climate Change Review.

ANSWER:

I am informed that the work program of the Garnaut Climate Change Review is currently under development and the support being provided by each State and Territory under negotiation. As such, the Victorian Government's budget allocation for the secretariat to the Review is yet to be finalised.

Public transport: train driver shift lengths

- 175.** Mr MULDER to ask the Minister for Public Transport with reference to Connex and V/Line train drivers — how many hours and minutes is a single shift considered to be.

ANSWER:

As at the date the question was raised, the answer is:

Connex:

Connex informs me that shifts range from 8 hours to 8 hours and 29 minutes.

V/Line:

V/Line informs me that shifts range from 8 hours to 11 hours.

Public transport: train driver allowances

176. Mr MULDER to ask the Minister for Public Transport with reference to allowances or emoluments additional to base salary or wages received by Connex and V/Line train drivers as at 31 May 2007 —

- (1) What additional allowances or emoluments were received.
- (2) How much per hour was each type of allowance.
- (3) How much per annum was each type of allowance.
- (4) What percentage of base salary or wages was each type of allowance.

ANSWER:

As at the date the question was raised, the answer is:

(1–4)

The Certified Agreements between Connex, V/Line, their respective employees and their representatives are publicly available documents.

These, along with any applicable Awards, outline the information on wages and allowances.

Public transport: Doncaster bus services

180. Ms WOOLDRIDGE to ask the Minister for Public Transport — has the Ventura Bus Company applied to increase bus services in the Doncaster area; if so, on what date, and when will the Government respond to the application.

ANSWER:

As at the date the question was raised, the answer is:

Ventura Bus Lines (National Bus Company) has recently proposed to change bus Route 283 (which operates on a local loop from Doncaster Shoppingtown to Bulleen and back to Shoppingtown), to provide a more direct service from Shoppingtown to Bulleen/Heidelberg Railway Station.

Manningham Council, Ventura Bus Lines and the Department of Infrastructure are considering the service proposal and will advise you of the decision at the appropriate time.

Police and emergency services: Victoria Police drug and alcohol policy

187. Ms WOOLDRIDGE to ask the Minister for Police and Emergency Services with reference to measures within Victoria Police to tackle illicit substance use —

- (1) Does Victoria Police have a specific drug policy.
- (2) What measures are taken when a police officer is —
 - (a) caught in possession of an illicit substance;
 - (b) suspected to be under the influence of an illicit substance;
 - (c) proven to be under the influence of an illicit substance.
- (3) Is drug testing ever used by Victoria Police; if so, when.

ANSWER:

I am advised that:

- (1) Victoria Police has a specific Drug and Alcohol Consumption Policy for employees. It requires a zero blood alcohol content for members who are on duty and armed, or driving a vehicle in a pursuit or emergency situation. Employees must not be unfit for duty due to the consumption of alcohol or drugs.

Victoria Police takes a holistic approach to these issues recognising that drug and alcohol consumption raises both operational and public safety risks but is also a health/welfare matter for the member and the Force. The organisation has a well established integrated & multidisciplinary approach to the provision of services. The Clinical Services Branch provides health assessment and the necessary welfare infrastructure to all members, statewide.

(2)

- a. If a police officer is caught in possession of an illicit substance he or she may be transferred whilst an investigation is carried out and management intervention, discipline proceedings or charges may result.
- b. If a police officer is suspected of being under the influence of an illicit substance, he or she may be transferred whilst an investigation is carried out and management intervention, discipline proceedings or charges may result.
- c. If a police officer is proven to be under the influence of an illicit substance he or she may be transferred whilst an investigation is carried out and management intervention, discipline proceedings or charges may result.

- (3) Drug testing of employees is not used by Victoria Police; except when empowered by statute, such as testing under the *Road Safety Act 1986*. A proposal for legislative support and protection of treatment and test results is currently being developed to underpin the introduction of a drug and alcohol testing policy proposed by Victoria Police.

Community services: Alzheimer's disease funding

191. Ms WOOLDRIDGE to ask the Minister for Health for the Minister for Community Services — how much funding was directed to Alzheimer's services in —

- (1) 2003–04.
- (2) 2004–05.
- (3) 2005–06.
- (4) 2006–07.
- (5) 2007–08.

ANSWER:

Alzheimer's is only one form of dementia. I am informed that funding allocated to Alzheimer's services are included within funding for a broader range of dementia support services.

Services to support people with dementia and their families and carers, and providers include the provision of information, education and training; innovative and creative respite and support.

Funding allocated to Dementia Services under the Aged Services Support output for the financial years from 2003–04 to 2007–08 was:

– 2003–04	\$0.9 m
– 2004–05	\$1.2 m
– 2005–06	\$1.8 m
– 2006–07	\$2.2 m
– 2007–08	\$3.558 m

Aged care: Victorian Seniors Festival

194. Ms WOOLDRIDGE to ask the Minister for Aged Care with reference to the Victorian Seniors Festival —

- (1) How many seniors participated in the Seniors Festival week in —
 - (a) 2001;
 - (b) 2002;
 - (c) 2003;
 - (d) 2004;
 - (e) 2005;
 - (f) 2006.
- (2) How many participants are expected in 2007.

ANSWER:

I am informed as follows:

Information relating to attendance at the Victorian Seniors Festival is available in the Department for Victorian Communities and the Department of Human Services' Annual Reports for the relevant years.

We expect attendance at the Festival in 2007 to be similar to previous years.

Community services: health boards management development program

203. Ms WOOLDRIDGE to ask the Minister for Health for the Minister for the Minister for Community Services —

- (1) What training does the Government provide to board members of rural health services, including from hospitals, residential aged care services, bush nursing hospitals and multipurpose services.
- (2) What training does the Government provide for volunteer committees of aged care facilities and community service providers.
- (3) How many board members of rural health services, including from hospitals, residential aged care services, bush nursing hospitals and multipurpose services, were trained in 2006–07.
- (4) How many members of volunteer committees of aged care facilities and community service providers were trained in 2006–07.

ANSWER:

I am informed that:

In early June 2007, the Government commenced a three-year statewide board member development program — the Victorian Health Boards Governance Program — for all rural and regional public sector health service board members covering public hospitals (including hospitals providing residential aged care services), bush nursing hospitals and centres, multipurpose services and stand-alone community health centres. The program also takes in metropolitan health services and community health centres.

The comprehensive program aims to strengthen the capacity of boards to operate as high performing teams and consists of several levels of workshops and other learning options: a Foundation Workshop and an Advanced Workshop; specialist Extension modules; team building workshops for individuals and whole boards; and, access to web based reference material. Key topics include public sector context, finance, risk, strategic planning, clinical governance and effective stakeholder engagement.

The first Victorian Health Boards Governance Program workshop — a Foundation Workshop — was conducted in Echuca in early June with twenty-eight rural health service board members attending. The Program builds on the highly successful Rural Health Board of Management Development Program which ran from 2003 to mid 2006, involving many Victorian regional and rural public hospitals, rural stand-alone community health centres, bush nursing hospitals and centres and multipurpose services.

- (2) No specific training is provided to volunteer committees of aged care facilities and community service providers through the Aged Care Branch.
- (3) The Rural Health Board of Management Development Program finished in July 2006 followed by a period of review, specification development and contracting for the new Victorian Health Boards Governance Program that commenced planning and development in October 2006.

Workshop attendance data shows that in 2006–07 rural health service board member education included the final Rural Health Board Development Program workshops conducted in July 2006, with a total of 53 participants and the first workshop under the Victorian Health Boards Governance Program in early June 2007 with a total of 28 participants. One further rural health service workshop is scheduled for June 2007 and assuming an attendance of approximately 25 participants, the total number of board members receiving governance education in 2006–07 will be approximately 106.

- (4) No specific training is provided to volunteer committees of aged care facilities and community service providers through the Aged Care Branch.

Community services: aged care falls prevention program

210. Ms WOOLDRIDGE to ask the Minister for Health for the Minister for Community Services with reference to the aged care falls preventions programs — since 2002–03 has the Government extended the programs; if so —

- (1) Which services were extended.
- (2) How many more people did the service extend to.
- (3) What is the location of each service that was extended.
- (4) How much funding was allocated to these service extensions in —
 - (a) 2004–05;
 - (b) 2005–06;
 - (c) 2006–07.
- (5) Does the Minister anticipate further service expansion in 2008.

ANSWER:

I am informed that:

1. In 2002–03, five Primary Care Partnerships (PCPs) were funded for three years to implement a falls prevention project in their catchment area. In addition 12 residential aged care services were funded for one year to implement a falls prevention project. By 2006–07, 29 PCPs and 21 residential aged care services had received funding to implement falls prevention projects and extend reach. The project model enables agencies to extend reach, incorporate falls prevention practice into standard models of care and promote partnership opportunities.
2. In addition to the Aged Care program, Metropolitan Health and Aged Care Services funds falls and mobility clinics for people at high risk of experiencing multiple falls; and centre and home-based rehabilitation services to treat and manage people who have had a fall. In 2001 there were 9 falls prevention clinics in Victoria. By 2007 the number of clinics in Victoria had increased to 24, 14 funded by the Victorian Government and 10 clinics via the private sector.

The outcomes from Aged Care pilot projects have encouraged acute hospitals and residential aged care services (public and private) to monitor and address patient falls by incorporating preventive strategies into practice. The falls prevention guidelines developed in 2004 by the Victorian Quality Council, and later endorsed by the State Coroner are used to prevent falls and injuries in all hospitals and residential aged care services.

3. Since 2002–03, falls prevention initiatives have been extended from five to 29 of the 31 PCPs catchment areas. The remaining two PCPs were funded prior to 2002–03. As at 2006–07, all PCPs across Victoria have been funded to implement a falls prevention project.
4. In 2004–05, \$1.256 million was allocated from the Aged Care budget, in 2005–2006 \$1.27 million was allocated and in 2006–2007 \$1.305 million was allocated to the Falls Prevention Program.
5. In 2007–08, the Program will utilise the budget of \$1.25 million to extend falls prevention activities to at risk HACC clients and fund existing projects in progress.

Finance, WorkCover and the Transport Accident Commission: catastrophic injury compensation scheme

211. Ms WOOLDRIDGE to ask the Minister for Finance, WorkCover and the Transport Accident Commission with reference to the expansion of the TAC scheme to include people with a catastrophic injury outside motor vehicle accidents —

- (1) What work has been undertaken on the expanded scheme.
- (2) How will the scheme be expanded.
- (3) When will the expansion of the scheme be introduced.
- (4) Who will be included in the scheme.
- (5) What will be the cost of the expansion.

ANSWER:

I am informed that:

In cases of catastrophic injury not covered by workers compensation, the transport accident scheme or the laws of negligence; support mechanisms in place include the public health system, victims of crime legislation and, in some cases, private insurance products.

No state or territory in Australia currently has a universal no-fault catastrophic injury compensation scheme and, in the absence of the Commonwealth taking a leadership role, Victoria is examining the available options.

That work is ongoing.

Education: Eastwood Primary School taxi service

213. Mr HODGETT to ask the Minister for Skills, Education Services and Employment for the Minister for Education —

- (1) On what date were taxi operators providing transport to hearing impaired Eastwood Primary School students informed that their services were no longer required.
- (2) On what date were parents, students and the Eastwood Primary School administration informed of changes to the mode of Government provided transport for hearing impaired students.
- (3) On what date was the decision made to change the mode of transport provided to hearing impaired students at Eastwood Primary School from a taxi service to a bus service.

- (4) Under the Government's provision of a taxi service to hearing impaired students at Eastwood Primary School, what was the average trip time to and/or from the school.

ANSWER:

I am informed as follows:

The Department of Education met with the Parents of Hearing Impaired Children (PHIC) who were the group dealing with the department on behalf of the parents with students attending Eastwood Primary School in mid December of 2006. At this time the group were aware of the intention to introduce the bus service to allow greater numbers of students to access transport to the school and agreed to this option. As a follow up, attempts were made by the bus company to directly contact all parents of the students at the school in mid January and at the very least information was left in the mail boxes of those unable to be contacted.

As there was no contractual arrangements with the Taxi operators there was no requirement to give them any more than 24 hours notice that their services were not required. In most cases they were given a weeks notice that they were not required.

The Department of Education does not maintain records of travel times for students travelling in taxis.

Education: government provided bus services

- 214. Mr HODGETT** to ask the Minister for Skills, Education Services and Employment for the Minister for Education — under departmental guidelines what is the maximum time allowable for a child to be travelling on a Government provided bus service and how is this time determined.

ANSWER:

I am informed as follows:

All school bus services operate in accordance with school bus policies which stipulate that students will not be required to travel more than two hours per trip.

The two hour limit is long standing practice and was accepted by the Special Schools Transport working party in 1994 that included eight Special School Principals and incorporated in the guidelines for the administration of transport services for students attending special schools (1995) which remain current.

Education: Eastwood Primary School bus service

- 215. Mr HODGETT** to ask the Minister for Skills, Education Services and Employment for the Minister for Education with reference the Government provided bus service for Eastwood Primary School — has the school's administration or families and students using the service indicated dissatisfaction with the service; if so, how will the Government alleviate the concerns of the school administration and the families.

ANSWER:

I am informed as follows:

Some families who were previously receiving a taxi service to the Eastwood Primary School deaf facility have expressed some dissatisfaction with the bus service being offered mainly as a result of increased travel time.

The service being provided is, however, consistent with the bus service being provided to eligible students at all other special schools in Victoria and allows more students to access transport to the Eastwood Primary School as would have otherwise been possible without the introduction of the bus service. With that in mind there are no plans to change the service at present.

Public transport: tram stop timetables

219. **Mr MULDER** to ask the Minister for Public Transport with reference to tram stops on St Kilda Road, Melbourne; High Street, Prahran; High Street, Armadale; High Street, Glen Iris; Dandenong Road, Windsor; Dandenong Road, St Kilda East; Dandenong Road, Armadale; Dandenong Road, Malvern; Hawthorn Road, Caulfield North; Hawthorn Road, Caulfield South; St Kilda Road, St Kilda; Carlisle Street, Balaclava; Balaclava Road, Balaclava or Caulfield; Glenferrie Road, Malvern; Glenferrie Road Kooyong; Glenferrie Road, Hawthorn; Whitehorse Road, Box Hill; Whitehorse Road, Balwyn; Glenhuntly Road, Elsternwick; Glenhuntly Road, Caulfield South; Glenhuntly Road, Elsternwick; Glenhuntly Road Caulfield South; Glenhuntly Road, Glenhuntly; Toorak Road, South Yarra or Toorak; Commercial Road, South Yarra or Prahran and Malvern Road Malvern or Glen Iris —

- (1) In May 2007 how many tram stop plastic timetable covers were —
 - (a) reported to the Department of Infrastructure as missing;
 - (b) reported to the Department of Infrastructure as damaged;
 - (c) noted by Yarra Trams staff as missing;
 - (d) noted by Yarra Trams staff as damaged.
- (2) In May 2007 how many tram stop timetables were —
 - (a) reported to the Department of Infrastructure as missing;
 - (b) reported to the Department of Infrastructure as damaged;
 - (c) noted by Yarra Trams staff as missing;
 - (d) noted by Yarra Trams staff as damaged.
- (3) In May 2007 how many tram stop maps were —
 - (a) reported to the Department of Infrastructure as missing;
 - (b) reported to the Department of Infrastructure as damaged;
 - (c) noted by Yarra Trams staff as missing;
 - (d) noted by Yarra Trams staff as damaged.
- (4) Did any individual tram stops suffer multiple losses or damage to timetable cases or timetables in May 2007; if so —
 - (a) which tram stops or stop locations were involved;
 - (b) how many times did this occur for each stop.
- (5) Have any persons been apprehended as a result of any alleged damage to timetables, timetable cases or maps at any of the tram stops.

ANSWER:

As at the date the question was raised, the answer is:

(1, 2 and 3)

- (a) None.
- (b) None.
- (c) and (d) Yarra Trams has advised that nine locations required attention in May 2007 for replacement of either the timetable, timetable case, timetable cover or map. Yarra Trams does not record information regarding the specific item replaced.
- (4) Yarra Trams has advised that there were no cases of multiple damage reported during May 2007 at these locations.
- (5) Yarra Trams has advised that no persons have been apprehended for damage at tram stops.

Public transport: tram stop timetables

220. Mr MULDER to ask the Minister for Public Transport — what is the cost to Yarra Trams, including labour, to replace a —

- (1) Timetable case.
- (2) Timetable.

ANSWER:

As at the date the question was raised, the answer is:

(1 and 2) Yarra Trams has advised that the maximum cost of complete replacement is approximately \$180, comprising the following items/costs: \$100 for case, \$20 for cover, \$10 for timetable and \$50 for labour when full installation is required.

Health: hospital early warning system

221. Mrs SHARDEY to ask the Minister for Health to provide in table format the instances on which each of the major hospitals have had to implement the Hospital Early Warning System in —

- (1) January–June 2006.
- (2) June–December 2006.
- (3) January–March 2007.

ANSWER:

I am informed that:

- The Hospital Early Warning System (HEWS) was introduced in September 2002 as a tool to help hospitals manage their workloads.
- The main focus of HEWS is on internal hospital processes, enabling hospitals to facilitate discharges, free up resources and relieve pressure on the emergency department.
- The current system of HEWS and bypass is supported by health services and clinicians who recognise its value in managing emergency demand.
- HEWS is not considered to be a performance indicator, therefore data on HEWS usage is not collected by the department.

Health: hospital early warning system

222. Mrs SHARDEY to ask the Minister for Health with reference to the Auditor-General's Report into the Follow-up of Selected Performance Audits Tabled in 2003 and 2004 —

- (1) What is the detail of the advice given by the Department of Human Services to hospitals about how to determine Hospital Early Warning System triggers and hospital and ambulance services roles and responsibilities during an episode in March 2006, noted on page 40 of the report.
- (2) What are the actual numbers of patients for each hospital who did not wait for treatment after presenting at the emergency department, referred to on page 45 of the report, provided in table format for —
 - (a) January–June 2006;
 - (b) July–December 2006.

ANSWER:

I am informed that:

1. The Hospital Early Warning System (HEWS) is a standardised approach to identifying increasing pressure in a given emergency department where there is a high likelihood that bypass criteria will be reached within the next hour.

The main focus of HEWS is on internal hospital processes, enabling hospitals to facilitate discharges, free up resources and relieve pressure on the emergency department.

In March 2006, the Department of Human Services issued a hospital circular to metropolitan health services and ambulance services to ensure consistent HEWS practice during periods of peak demand or high workloads in the emergency department.

2. The government is committed to improving services for patients who attend emergency departments. Approximately 5% of patients leave Victorian emergency departments without treatment each year.

The rate of patients who leave after treatment starts, but against medical advice, is less than 1%.

People choose to leave without treatment for a variety of reasons, for example, feeling better, choosing to defer treatment or deciding to see their general practitioner.

In 2005–06, the government provided \$8.3m over 4 years to support the implementation of the *Improving the patient experience* program. This funding will support initiatives to improve the patient experience in the emergency department.

Victorian Emergency Departments consistently record waiting times within the recommended benchmarks, and perform better than in any other State in Australia.

(a) & (b)

	PRESENTATIONS	DNW	PRESENTATIONS	DNW
	01 JAN–30 JUN 2006		01 JUL–31 DEC 2006	
Angliss Hospital	19,747	676	20,879	987
Austin Hospital	24,425	1,063	26,748	1,472
Box Hill Hospital	20,099	1,239	20,647	1,346
Dandenong Hospital	20,779	798	22,570	939
Frankston Hospital	24,139	1,105	25,222	1,747
Maroondah Hospital	22,834	824	24,085	1,452
Monash Medical Centre	28,187	1,098	30,057	1,277
Royal Melbourne Hospital	24,728	954	26,435	1,259
St Vincent’s Hospital	17,683	750	18,898	790
Sunshine Hospital	29,966	2,057	31,373	2,600
The Alfred	21,808	1,170	22,609	1,284
The Northern Hospital	32,755	872	32,209	2,031
Western Hospital	15,510	853	16,645	794
Sum:	302,660	13,459	318,377	17,978
		4.45%		5.65%

DNW: Left at own risk without treatment

Health: Western Health gynaecology services

224. Mrs SHARDEY to ask the Minister for Health with reference to the planned closure of gynaecology services at Williamstown Hospital —

- (1) Which hospital will now provide the gynaecology services.
- (2) What additional resources have been made available to the hospital that will now provide the services.

ANSWER:

I am informed that:

- (1) Gynaecological services currently provided by Western Health at Williamstown Hospital will be provided at Sunshine Hospital. The women's and children's services at Sunshine Hospital will be strengthened through this move.
- (2) Western Health received an additional \$1.7 million in the 2007–08 budget to provide additional elective surgery and specialist services.

Health: weighted inlier equivalent separation allocations

225. Mrs SHARDEY to ask the Minister for Health with reference to hospitals running in excess of 102 per cent of their weighted inlier equivalent separations allocation — as at 31 May 2006 —

- (1) Which hospitals were running in excess of 102 per cent.
- (2) What was the exact financial position of each hospital.
- (3) What action is planned to deal with their excess activity.

ANSWER:

I am informed that:

1) Which hospitals were running in excess of 102 percent.

As at the end of May 2006, there were 16 out of 42 public hospitals in both the metropolitan and rural and regional areas that were in excess of 102% of their year to date WIES allocation.

2) What was the exact financial position of each hospital.

Audited financial results for 2005–06 for these hospitals were released to Parliament in October 2006 in accordance with the legislative time frame for submitting annual reports.

3) What action is planned to deal with their excess activity.

Unavoidable demand pressures for in-patient emergency, neonatal and maternity services have led to activity in public hospitals above that forecast. Where there are unavoidable demand pressures, hospitals are prioritised for growth in the annual WIES allocation.

Additionally, some public hospitals have the financial resources to support additional services to be provided to the community. The decision to provide limited additional services is determined and approved in consultation with the hospital board and the department.

Water, environment and climate change: Sandringham foreshore

226. **Mr THOMPSON** (*Sandringham*) to ask the Minister for Water, Environment and Climate Change with reference to the Department of Sustainability and Environment's authorisation for the construction of groynes along the Sandringham foreshore —

- (1) Why did the Department authorise the construction of a larger and longer groyne and propose further groynes that could cause a domino erosion effect along the foreshore, after the previously installed Royal Avenue groyne had contributed to the erosion of the cliffs to the north.
- (2) Prior to works being carried out on the South Street groyne, what —
 - (a) public consultation took place;
 - (b) signs were displayed;
 - (c) advertisements were published.
- (3) Other than for groynes and revetment walls, was there any study made of the various foreshore management options used successfully around the coast of Australia in recent years, such as sand renourishment, rock outcroppings, reef systems, geobags or smaller groynes.
- (4) Was removal of the Royal Avenue groyne, which is directly contributing to the Royal Avenue cliff erosion, considered.
- (5) Considering the artistic heritage of the foreshore as well as the aesthetic and environmental damage to the area, does the Minister support immediate remedial works to remove the Royal Avenue groyne.
- (6) Will the Minister support the alternate works, proposed by coastal experts such as Dr Wayne Stephenson from the University of Melbourne, which will provide more effective protection and preserve the outstanding landscape features of the Sandringham coastline.

ANSWER:

I am informed that:

The unstable Cliff at Royal Avenue Sandringham has been a concern for several years.

A proposal put forward in 2005 to construct a concrete revetment wall attracted considerable controversy.

I sought advice from the Victorian Coastal Council which considered a range of options and recommended that instead of the revetment there should be beach renourishment, a small groyne and cliff rehabilitation works.

Input was also received from the Black Rock and Sandringham Conservation Association and the Bayside City Council.

On 24 August 2005 I announced measures to preserve the natural environment and restore Royal Avenue Beach in Sandringham, including \$1.2 million to renourish the beach, build a small groyne and naturally fill and revegetate the base of the cliffs. In addition, bayside Council allocated funding to undertake cliff top works.

Prior to works being carried out on the Southey Street groyne, a Public Information Day was held on 2 September 2006, and a Community Information Billboard was erected in Royal Avenue Beach car park.

Removal of the Royal Avenue groyne is not being considered.

The beach renourishment and cliff rehabilitation works are now under way to complete the project.

Education: graffiti art

228. **Mr THOMPSON** (*Sandringham*) to ask the Minister for Skills, Education Services and Employment for the Minister for Education —

- (1) Is graffiti art a subject that is taught in secondary schools.
- (2) What is the Department of Education's policy on teaching graffiti art in secondary schools.

ANSWER:

I am informed as follows:

The *Victorian Essential Learning Standards* provides the framework for schools to deliver teaching and learning programs that support students to develop capabilities to manage themselves and meet the demands of a modern, globalised world.

Victorian government schools are governed by their respective school councils. Each school is responsible for determining, with guidance from the Department of Education, the educational programs and resources required to meet the needs of its students.

Health: Kingston Centre hydrotherapy pool

229. Mr THOMPSON (*Sandringham*) to ask the Minister for Health with reference to the allocation of funds from the sale of the former Hampton Rehabilitation Hospital in Beach Road, Hampton for a hydrotherapy pool at the Kingston Rehabilitation Centre —

- (1) What was the sale price of the hospital.
- (2) How much of the sale price has been set aside for the hydrotherapy pool.
- (3) When will the hydrotherapy pool be built.
- (4) Will the Minister meet with a delegation to discuss the allocation of part of the sale proceeds to another community project.

ANSWER:

I am informed that:

- (1) The former Hampton Rehabilitation Hospital site at 15 Beach Road was sold by public tender by Southern Health in 2005 and details of the transaction were arranged by the Southern Health board not my Department.
- (2) The funding of the Hydrotherapy pool will be determined through the capital planning process for the redevelopment of facilities on the Kingston Centre site.
- (3) Capital planning for the hydrotherapy pool is continuing as part of the planning for the Kingston Centre redevelopment.
- (4) As I have not been directly involved in the sale it would not be appropriate for me to meet to discuss the allocation of the proceeds from the sale.

Water, environment and climate change: alpine resort management

233. Ms ASHER to ask the Minister for Water, Environment and Climate Change with reference to the Minister's comments on hiring an independent auditor to investigate the alpine resort management boards reported in *The Age* on 7 June 2007 —

- (1) When will the independent audit begin.
- (2) When is the independent audit expected to be completed.
- (3) Who will be undertaking the independent audit.

ANSWER:

I am informed that:

- Three audit firms were invited to submit proposals to undertake an independent examination of expense reimbursement policies, processes and compliance of Alpine Resort Management Boards and the Alpine Resorts Coordinating Council.
- Following a review of these proposals KPMG was appointed to undertake the project commencing on 16 July 2007.
- It is anticipated that the auditors will require approximately six weeks to complete the task, reporting back to the Department at the end of August 2007.

Water, environment and climate change: Port Welshpool jetty

234. Mr RYAN to ask the Minister for Water, Environment and Climate Change with reference to the long jetty at Port Welshpool — what are the details of —

- (1) Any investigations undertaken by either the Minister's office or the Department of Sustainability and Environment to assess the structural integrity of the jetty.
- (2) Estimates prepared by the Minister's office or the Department of Sustainability and Environment to establish the likely repair costs to make the jetty safe for public access.
- (3) Any proposals made by the Minister's office or Department of Sustainability and Environment to demolish the jetty, and what are the costs of such proposals.
- (4) Any consultation with the Gippsland Ports or the local community undertaken by the Minister's office or the Department of Sustainability and Environment to establish the viability of future uses of the jetty precinct.

ANSWER:

I am informed that:

The Port Welshpool Long Jetty is one of many local port assets. It is managed by Gippsland Ports. The Jetty was closed in June 2003 due to fire damage and has remained closed due to its unacceptable public safety risk. Assets like the Jetty which have reached the end of their useful life and are needed for ongoing use, will require either replacement or major refurbishment. Any major public expenditure on this Jetty will be considered amongst the many competing demands for local ports' capital funds.

A potential private sector investor has expressed interest in entering into a long-term commercial lease over the Jetty. Any such arrangement would require the lessee to retain public access to a significant portion of the Jetty. The Government is planning to test interest in a long-term lease for future commercial, recreational and/or tourism use by inviting expressions of interest later this year. Earlier this year there was an approach from a local businessman looking to use the jetty to moor a tender. He was referred back to Gippsland Ports which has offered alternative mooring facilities.

An economic study and engineering report on the structural condition of the Jetty have been previously prepared for Gippsland Ports. Details from these reports will be incorporated into the tender process. It is not appropriate for details to be released prior to the expression of interest process proceeding.

Consultation with local and state government departments is occurring and further involvement of stakeholders including the community is planned for the tender processes.

Roads and ports: VicRoads traffic controllers

247. Mr MULDER to ask the Minister for Roads and Ports with reference to VicRoads traffic controller jobs for each month between January and May 2007 — how many jobs were for —

- (1) Traffic signals.
- (2) Major signal fault.
- (3) Hardware failure.
- (4) Causing traffic delays.
- (5) Accident damage.
- (6) Graffiti.
- (7) Programmed works.
- (8) Damage such as vandalism.
- (9) Other causes.

ANSWER:

I am informed as follows: The number of VicRoads traffic controller jobs for each month between January and May 2007 are as set out in the tables below.

Traffic Controller Jobs January 2007	
Traffic signals	526
Major signal fault	281
Hardware failure	278
Causing traffic delays	0
Accident damage	9
Graffiti	1
Programmed works	8
Damages (e.g. Vandalism)	23
Other matters	4
TOTAL	1130

Traffic Controller Jobs February 2007	
Traffic signals	498
Major signal fault	286
Hardware failure	292
Causing traffic delays	0
Accident damage	16
Graffiti	0
Programmed works	7
Damages (e.g. Vandalism)	24
Other matters	5
TOTAL	1128

Traffic Controller Jobs March 2007	
Traffic signals	485
Major signal fault	356
Hardware failure	264
Causing traffic delays	0
Accident damage	9
Graffiti	0
Programmed works	5
Damages (e.g. Vandalism)	44
Other matters	9
TOTAL	1172

Traffic Controller Jobs April 2007	
Traffic signals	490
Major signal fault	267
Hardware failure	188
Causing traffic delays	0
Accident damage	6
Graffiti	0
Programmed works	7
Damages (e.g. Vandalism)	31
Other matters	3
TOTAL	992

Traffic Controller Jobs May 2007	
Traffic signals	527
Major signal fault	290
Hardware failure	287
Causing traffic delays	0
Accident damage	8
Graffiti	1
Programmed works	6
Damages (e.g. Vandalism)	74
Other matters	4
TOTAL	1197