



Question: 189 QUESTION ON NOTICE — Mr Smith (Warrantyte) to ask the Minister for Roads and Road Safety

—
With reference to the West Gate Bridge, for each of 1 July 2010 to 30 June 2011, 1 July 2011 to 30 June 2012, 1 July 2012 to 30 June 2013, 1 July 2013 to 30 June 2014, and 1 July 2014 to 30 April 2015:

(1) For how many hours were inbound lanes operating at less than maximum capacity due to unscheduled incidents.

(2) For unscheduled incidents closing at least one lane of the inbound lanes how many incidents closed:

- (a) 1 lane;
- (b) 2 lanes;
- (c) 3 lanes;
- (d) 4 lanes;
- (e) 5 lanes.

(3) How many times were inbound lanes closed due to an unscheduled incident between the hours of (if a lane was closed for less than thirty minutes but across two time periods, only the first hour in which lanes were closed, if a lane was closed for more than thirty minutes, all time periods in which lanes were closed):

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(4) How long were inbound lanes closed due to an unscheduled incident between the hours of:

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Answer: See attachment.

Attachments: QON LA 189.docx

Answer Published Date: 17/07/2015

Question: 190 QUESTION ON NOTICE — Mr Smith (Warrandyte) to ask the Minister for Roads and Road Safety

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In both raw numbers and percentages:

(1) How many trucks and cars per day travelling east across the West Gate Bridge:

- (a) Turn off onto the Bolte Bridge;
- (b) Continue on the West Gate Freeway beyond the Bolte Bridge turnoff.

(2) How many trucks and cars per day travelling west on the West Gate Freeway after the Montague St entrance, heading towards the West Gate Bridge:

- (a) Turn off onto the Bolte Bridge prior to reaching the West Gate Bridge;
- (b) Continue on to the West Gate Bridge beyond the Bolte Bridge turnoff.

Answer:

VicRoads does not record the origin and destination of vehicles using the West Gate Freeway and the Bolte Bridge. However, VicRoads does record traffic volumes at a number of locations on the West Gate Freeway.

I can also advise:

- The total volume of traffic on the West Gate Bridge is approximately 203,000 vehicles per day including 30,000 (15 per cent) heavy vehicles.
- The total volume of traffic on the Bolte Bridge in 2014 is approximately 106,000 vehicles per day. Truck volumes at this location are not available.
- The total volume of traffic on the West Gate Freeway at Ingles Street is approximately 235,000 vehicles per day using the main carriageways and all entrance and exit ramps. Truck volumes at this location are not available.

Attachments: No Attachments

Answer Published Date: 18/06/2015

Question: 191 QUESTION ON NOTICE — Mr Smith (Warrandyte) to ask the Minister for Roads and Road Safety

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Answer: See attachment.

Attachments: QON LA 191.docx

Answer Published Date: 17/07/2015

Question: 192 CONSTITUENCY QUESTION — Mr Battin to ask the Minister for Local Government — My question is to the Minister for Local Government. Can the minister provide a guarantee to the residents of the Cardinia Shire Council that they will not have a rate increase from the next council budget of 2016-17 higher than that of the CPI? I ask this question in the context of Cardinia shire as a rapidly growing community that has many infrastructure and service requirements. At the recent state election the Labor government committed to a rate capping, a decision that many councils did not support. Cardinia shire requires new services and infrastructure for the continuing growth. The Cardinia council needs confirmation of the capping or advice on how it will fund this in the future. Labor stated the cap was set with conditions to allow some higher increases. The residents want the minister to guarantee there will be no increase above the CPI and at the same time no cut to their vital services.

Answer: I thank the Member for Gembrook for his question. As the member would be aware, the Essential Services Commission (ESC) has been commissioned by the Government to inquire and make recommendations for an implementation framework for this policy. Details of the policy will be released once they have finished working with councils and the community. The Andrews Labor Government understands the needs of interface councils. This is why we have committed \$50 million to assist councils like Cardinia Shire Council to help address infrastructure needs.

Attachments: No Attachments

Answer Published Date: 18/06/2015

Question: 193 CONSTITUENCY QUESTION — Ms Thomas to ask the Minister for Public Transport for the Minister for Agriculture — My question is to the Minister for Agriculture. I wish to draw the minister's attention to the significant damage and disruption caused by the European wasp in my electorate. Restaurateurs and tourism operators have struggled throughout late summer and autumn as wasps have made outdoor dining impossible. Meanwhile grape growers have reported that crops have been badly damaged and in some cases destroyed. This issue has been raised with me at tourism and agribusiness forums across my electorate, and I have experienced firsthand, at home, at community events and while eating out, how prevalent and aggressive the wasps are. I ask the minister to investigate actions that can be taken, either by government or by communities, to tackle this problem and minimise the damage inflicted by this imported pest.

Answer: European wasps are widely established over large areas of Victoria and mainly impact on social amenity, including tourism. European wasp density can increase when seasonal conditions are favourable and this can cause concern for community members given the ability of the wasp to sting. Currently, at a landscape scale, there is no practical means to reduce the impact of this pest. Previous research on biological control to bridge this gap has only been marginally successful. The most effective means of managing the impacts of European wasps is through local action by individuals and land managers in managing local wasp nests. Of course, private pest controllers are available to provide local control services. Often local councils can provide the name of a local contractor that is specialised in treating European wasps. If people decide to destroy nests themselves, they should remember to take precautions as European wasps will aggressively defend their nest. Given the widespread nature of this pest and the lack of broad scale control means, imposing a legal obligation on landholders to manage European wasps would be impractical.

Attachments: No Attachments

Answer Published Date: 23/06/2015

Question: 194 CONSTITUENCY QUESTION — Mr Crisp to ask the Minister for Roads and Road Safety — My question, on behalf of Mr Alan Ciechanowicz, is to the Minister for Roads and Road Safety. Would the minister be open to investigating options for VicRoads programs such as the Safe Driving program to be more readily available to Victorian residents based in rural areas? At present, Mildura residents have to travel 4 hours to Bendigo to attend this program, which travel can be cost and time prohibitive.

Answer: I am informed that, as at the date the question was raised:
The Safe Driving Program was established in 2013, with an Expression of Interest process for program providers advertised widely. Potential providers were asked to identify their ability to offer this group program throughout Victoria. Two of the selected organisations indicated they could offer the program in Mildura. However, as only nine people from Mildura received Safe Driving Program court orders in 2014, it has been difficult to attract sufficient numbers to run the program there.
VicRoads will continue to consult with providers to encourage greater statewide coverage.

Attachments: No Attachments

Answer Published Date: 09/06/2015

Question: 195 CONSTITUENCY QUESTION — Mr Richardson (Mordialloc) to ask the Minister for Public Transport —
My constituency question is to the Minister for Public Transport. It is with regard to access to the toilet facilities at Chelsea train station. We need to encourage more people onto our local train and bus services in the city of Kingston to manage the effects of population growth. To do this we need to improve the reliability and effectiveness of the service offered to the community. My electorate has an ageing population. The demographic of Chelsea in particular is made up of many senior citizens, but the suburb is experiencing significant gentrification, with more young families moving into the region.

A local barrier to public transport use that has been mentioned by local residents is the lack of toilet facilities at Chelsea train station. Furthermore there is already a toilet block at the station that could be accessed by commuters and the wider community, but it remains defunct and inactive. The nearest public toilets from the station are located well over 500 metres away, in the Chelsea Woolworths premises, and using those facilities is simply not an option for residents using the train service. I ask the minister to investigate whether the amenities at Chelsea train station could be recommissioned for the betterment of the Chelsea community.

Answer: I am informed that, as at the date the question was raised:
The Victorian Government is committed to improving amenities at railway stations across Victoria. As you are aware, the Government has committed to providing accessible toilets at Seaford and Hallam stations. These are both unstaffed stations. Public Transport Victoria (PTV) is currently investigating a range of issues and possible options to ensure that commuters can safely and securely use accessible toilets at these unstaffed stations.
The Government recognises that providing toilet amenities for commuters at Chelsea station will improve their public transport experience. PTV will investigate the feasibility of toilet facilities at Chelsea station.

Attachments: No Attachments

Answer Published Date: 09/06/2015

Question: 196 CONSTITUENCY QUESTION — Mr Katos to ask the Minister for Education — My constituency question is to the Minister for Education. The 2015-16 state budget has no new capital funding allocated to schools that service the Geelong suburb of Highton. The only school in Highton having capital works done is Montpelier Primary School, and those works were funded by the coalition government. Highton has experienced growth and generational change. Highton Primary School, Bellaire Primary School and Belmont High School, which all service Highton, are bursting at the seams and have outdated facilities. These schools all received election commitments from the coalition totalling \$11.95 million. I ask: if the Andrews government is truly going to make Victoria the education state, when will these schools receive the capital funding they desperately need?

Answer: The Victorian Government is committed to investment in education and school infrastructure. This is demonstrated through the injection of \$730 million into school facilities in the 2015-16 State Budget. This commitment is the first step in addressing

the chronic underinvestment in our school infrastructure under the previous Government.

The Government cannot repair the damage in one budget, and many projects may not be immediately funded, however the Government is committed to providing funding for schools in need so that every child across the State has access to quality facilities that maximise their learning potential. The funding provided through the 2015-16 State Budget represents just the first step in creating the Education State and fulfilling the Government's aim of making Victoria's education system the best in the country. The Government will continue to focus investment in education infrastructure throughout this term of government.

In the meantime, schools are advised to address maintenance issues as they arise, using funds allocated annually through the Student Resource Package.

The infrastructure needs of all schools, including those in Highton, will be considered through state budget processes and when determining future priorities for the capital works program.

**< span style="font-family: 'Arial','sans-serif'; font-size: 11pt">The Hon. James Merlino, MP
Deputy Premier
Minister for Education**

Attachments: No Attachments

Answer Published Date: 25/05/2015

Question: 197 CONSTITUENCY QUESTION — Ms Blandthorn to ask the Minister for Education —
My constituency question is to the Minister for Education. My question concerns the future of the Ballert Mooroop site in Hilton Street, Glenroy. This site is currently owned by the Department of Education and Training. The Ballert Mooroop site holds significant cultural and historical value for the local Indigenous community. It is home to a spiritual healing tree and sacred ceremonial grounds. Prior to the site's closure in December 2012, it was home to the Ballert Mooroop College. Previously the site has also accommodated the Glenroy Technical School and kindergarten.

After being closed in 2012 the 13-acre site was subdivided and approximately 7 acres of the site was allocated to construct the Glenroy Specialist School. It is my understanding that the Department of Education and Training is seeking to sell the remaining 6 acres of the land from the site. I also understand that the Moreland City Council has expressed an interest in leasing the site with the intention of establishing a multipurpose community hub there. It is vitally important that, regardless of the plans made for the site, we ensure that measures are put in place to protect and preserve our Indigenous heritage and history.

Answer:

Following the closure of Ballert Mooroop College, the Ballert Mooroop site in Hilton Street, Glenroy, has been subdivided into two Lots. Lot 1 is being retained to accommodate the Glenroy Specialist School. Lot 2, which includes the Scar Tree, has been declared surplus to educational requirements and has been included in the Department of Education and Training's disposal program.

I am advised that the Moreland City Council has expressed an interest in acquiring the site and that there are ongoing discussions between representatives from the Council and the Department. Any potential sale to Council will need to be in accordance with the Victorian Government Land Transaction Policy and Guidelines.

If this sale proceeds, any items identified as culturally significant to the indigenous community will be protected.

**< span style="font-family: 'Verdana','sans-serif'; font-size: 10pt">The Hon. James Merlino, MP
Deputy Premier**

Minister for Education**Attachments:** No Attachments**Answer Published Date:** 22/05/2015

Question: 198 CONSTITUENCY QUESTION — Mr Wells to ask the Minister for Public Transport —
 The constituency matter I wish to raise is for the attention of the Minister for Public Transport. The coalition government took plans to the last state election to address rail system capacity in the south-east. Construction of the fully funded Melbourne rail link was due to begin in 2016, and construction of the Cranbourne-Pakenham upgrade was due to begin this year, with completion due in 2019. Quite irresponsibly the Andrews Labor government has now scrapped a key component of a critical precursor project for a future Rowville rail: the coalition's proposed modern, high-speed signalling upgrade on the Cranbourne-Pakenham rail line, which would have allowed increased capacity on the metropolitan rail network.

The information I seek from the minister is exactly what the Andrews government is going to do about public transport in the south-east now that it has sabotaged such a critical component of the Cranbourne-Pakenham rail line project, thereby placing a future Rowville rail line in grave doubt?

Answer: I am informed that, as at the date the question was raised:
 The Victorian Government's Cranbourne Pakenham Rail Upgrade project, a billion-dollar upgrade to the Cranbourne-Pakenham line, will transform the road and rail networks in Melbourne's south-east. The project will remove nine level crossings and rebuild four stations within the next three years. The works, combined with the 37 new high capacity trains and significant signalling and power upgrades, will boost capacity by up to 42 per cent on the corridor every day - accommodating an extra 11,000 passengers in the morning peak - and boost capacity across the network by freeing up existing trains. The previous market-led proposal for the Cranbourne-Pakenham line initially proposed a limited trial of high capacity signalling on a section of one of Melbourne's busiest train lines. A week before the 2014 State election campaign the former government secretly shelved high capacity signalling and removed it from this proposal. The Victorian Government reviewed this proposal and was not willing to accept the risk of trialling new critical safety systems and infrastructure on one of the busiest transport corridors, which not only services the metro system, but also V/Line and freight. The advice to government from PTV is that a trial of high capacity signalling technology is better suited to a rail line with a single train type with the same stopping pattern. This is best practice, and this method has been successfully demonstrated on major metro train systems across the world. With this in mind, we will now trial high capacity signalling properly on the Sandringham line, a less congested line with lower patronage. We want to ensure the infrastructure and technology is right for Melbourne's rail network before considering how it can be used on the wider network. The Government recently allocated an unprecedented \$2.4 billion of the State Budget to kick-start the removal of the first 20 of 50 level crossings to be removed. On top of the nine level crossings on the Dandenong line, the four level crossings already out to market at Main Road in St Albans, North Road in Ormond, Burke Road in Glen Iris, and Blackburn Road in Blackburn will be removed within the next three years. The Melbourne Metro Rail Project is also key to the future expansion of Victoria's rail network, enabling our transport system to grow as our community does. Melbourne Metro unlocks the centre of the train system, enabling major improvements in capacity, reliability and frequency of services across our busiest train lines. Delivering these important projects will remove the constraints on our public transport network.

Attachments: No Attachments**Answer Published Date:** 09/06/2015

Question: 199 CONSTITUENCY QUESTION — Mr Staikos to ask the Minister for Roads and Road Safety — My question is to the Minister for Roads. I thank the minister for working with me and the Bentleigh West Primary School community to introduce a 40-kilometre-per-hour speed zone at the Centre Road school crossing. This has been welcomed by residents of my electorate, who are delighted that works will be completed by June this year. They spent four years pleading with the former member for Bentleigh to take action, but those pleas fell on deaf ears. We are getting the job done. This budget includes \$300 000 for a signalised pedestrian crossing, further improving safety for children in Bentleigh west families getting to and from school. We need to make sure that Centre Road is as safe as possible. This upgrade will do just that. I ask the minister to advise on when works will be completed.

Answer: I am informed that, as at the date the question was raised:
 The 40km/h zone is currently being delivered and is expected to be completed in June 2015. VicRoads expects that the pedestrian-operated signals will be installed and operational in January 2016, prior to school starting for the year.

Attachments: No Attachments

Answer Published Date: 03/06/2015

Question: 200 CONSTITUENCY QUESTION — Ms Ryall to ask the Minister for Roads and Road Safety — My constituency questions is to the Minister for Roads and Road Safety. Can the minister provide me with the number of vehicles per day that pass through the level crossing at Bedford Road, Ringwood?

Answer: I am informed that, as at the date the question was raised: Bedford Road in Ringwood is a local road managed by the Maroondah City Council. As this falls within the portfolio responsibilities of the Minister for Local Government, the Hon Natalie Hutchins MP, you may wish to raise this question with her in Parliament.

Attachments: No Attachments

Answer Published Date: 03/06/2015

Question: 201 CONSTITUENCY QUESTION — Mr Pearson to ask the Minister for Education — My constituency question is to the Minister for Education. Flemington is home to Debney Meadows Primary School as well as Mount Alexander College. Many members of these school communities live on the Flemington public housing estate and live in households where the average weekly income is \$400 a week or less. Can the minister advise what opportunities will exist for these school communities to access the school breakfast club program announced in this week's state budget?

Answer:

The Labor Government is tackling disadvantage and making sure every student, regardless of their circumstances, has the opportunity to reach their potential.

The Breakfast Clubs program will feed up to 25,000 kids in Victoria's most disadvantaged government primary schools helping to improve student learning and attendance for those who need it most while also building connections between families, schools and their local communities.

The Labor Government will partner with Foodbank - the largest welfare food agency in Australia - to establish and lead the state-wide program, using their existing warehousing, storage and freight network.

500 of the most disadvantaged government primary schools will be eligible for participation. These schools will be identified based on Student Family Occupation Index (SFO) so that funding is allocated to the schools most in need. The higher the school's SFO the higher the density of students from low socio-economic backgrounds.

The 500 schools identified will be offered an opportunity to participate in the program, through an Expression of Interest process. Should they choose not to participate their offer will be extended to the next neediest school based on SFO. For this reason a final list of participating schools cannot be confirmed until later in the year.

The Department of Education and Training will continue to work with Foodbank on the implementation of the commitment and schools will be advised of opportunities to be involved in Term 3 of the 2015 school year.

**< span style="font-family: 'Arial',sans-serif; font-size: 11pt">The Hon. James Merlino, MP
Deputy Premier
Minister for Education**

Attachments: No Attachments

Answer Published Date: 22/05/2015